THE FASHIONS.

Fashion, Song, the Drama, and the Aristocracy in a Whirl of Eujoyment-A Centre of Royal and Kingly Groups from the East and North-Eugenie at the Exhibition and Exposition Costumes-What is Seen in the Bois-Dress Materials and Crinoline - Petticoats and Underskirts-Chigness and Orna-

Paris, April 26.—This week has been com-letely overwhelmed with the fashlons; everyhing has been overturned. We have had too many parties, too much excitement; and the entertainments of one single night could have been divided into six well-filled evenings.

We have had Mad'lle Patti's adicu at the

Italiens, Mad'lle Nilsson at the Marchioness d'Aoust's, M'me Rosa Csillag at the Salie Herz, and the new violinist, Leonard, everywhere, The latter is followed by about a pleiad of artists, among whom are Berlioz, Gounod, Schuloff, Herz, etc. All are eager to hear, applaud, and be enthusiastic in their praises of the new star.

Pasceloup has closed his concerts, and the last of the season was a perfect bouquet.

The theatres at the Exposition are all putting on their last layers of paint and gilt. Therese gave the Eldorado a most unique soirce last Tuesday. Admission tickets were not to be had under twenty francs, but retreshments were gratis. The soug, the "goose tender," or gardeuse dotes, in which she brings forth the most expressive gutturals.

The annual Exposition des Beaux Arts opened at the Champs Elysees on Monday, and it is said the pictures are above the average merit. High life is in a continual state of qui vive with princes coming and princes going.

The Duke of Edinburgh has just arrived, as

also the King of Sweden's brother and the brother of the Tycoon of Japan. The King and Queen of Portugal are expected on the 1st of May, the King of the Greeks at the end of this month.

As to the King of Prussia, my opinion is he will defer his visit until the Luxembourg ques-

The Empress pays long visits to th (Exposi-tion, and examines the constructions in the park with great attention. The only serious objection to be made to the said Exposition is the dust. Wise lady visitors should be advised the dust. Wise lady visitors should be advised to wear out all their old clothes on their exhibition excursions. It is a place where full dress is perfectly unknown. Not so the Bois. The lightest silks, softest chamberies, and best of satins daily drive, ride, and wark round the take. Embroidered silk is the great feature. Muslins are to be trimmed with floances round the bottom, and these are bound with narrow silk ribbon. Unmitigated empire is the grand ambition. Costumes are very varied, but all have a narrow crinoline underneath, so narrow that it is only two metres and twenty centimetres round.

The petticoat to be worn under this is made

of calico, and has two flounces round the bottom, which are pressed together by the crino-line, and look like close borders; over the crinoline is worn another flounced petticoat, which measures two metres and fifty centi-

Then comes the underskirt of the costume, over which the short tunic, which should be two metres and eight centimetres in width when it falls straight, and three metres when looped up by a bow or buttons. It is hoped these measurements will be found useful, and that ladies who will wear short dresses will also adopt flounced underskirts.

The long sleeve is still an exceptional sleeve; it looks very well in Sultana gauze. All the tailors being on a strike, our Parisian seamstresses are trying their hands at tailoring; it is rather a complicated affsir.

Chignons are lighter than formerly. The Breton style is a perfect furia. Jet and pearls are still on the rise.

-Somebody has written the following abou the girls:-God bless the girls,

Whose golden curis Blend with our evening dreams: They baunt our lives, Or Naiads haunt the streams; They soothe our pains,

With dreams of summer hours, God bless the girls, God bless the curis God bless our human flowers The wives are quite as deserving of blessing as the girls, and we submit the following:-

God bless our wives, They fill our hives With little bees and honey; They ease life's shocks, They mend our socks,

But don't they spend the money! When we are sick They heal us quick-That is, if they do love us; If not, we die,
And yet they cry,
And place tombstones above us,

Of roguish girls, With sunny curls, We may in fancy dream; But wives—true wives— Throughout our lives Are everything they seem

-Mr. Samuel Clough, who published the "New England Almanae" one hundred and sixty-five years ago, was cautious to a fault in his prognostications of the weather. He tells his readers that perhaps, from the 15th to the 23d of January it will be very cold weather, if it "frese by the fireside or on the sunny side of a fence at noon." So in April-"Perhaps wet weather, if it rains; now fair weather if the sun shines; and windy or calm." -A young preacher who had just started

on his travels as an itinerant, was one evening holding forth on the Deluge, and after describing the manner in which Noah built the Ark, and filled it with animals of every kind, by pairs, closed in a solemn tone, thus: -"You must know, my dear hearers, that it was an arduous task for Noah and his sons to get a pair of whales into the Ark," -When Canning was challenged to find a

rhyme for Julianna, he immediately wrote:-"Walking in the shady grove With my Julianna, For lozenges I gave my love

Ip-e-cac-u-an-ha,' -A dramatic author once observed that he knew nothing so terrible as reading his piece before a critical audience. "I know but one more terrible," said Compton, the actor, "to be obliged to sit and hear it."

... The reason so many marriages occur immediately after a great war, is that bachelors become so accustomed to strife that they learn to like it, and after the return of peace they enlist in matrimony as the next thing to war.

-The author of "Liffith Lank" authorizes the statement that it was twice refused by a magazine, "in spite of an earnest protest on the part of the author and repeated assurance

that it was good." -The latest dodge to evade payment to the author of the "Black Crook" for the name o

his piece is that of a California manager. His spectacle is "The Black Rook." -Algernon Charles Swinburne's next pub-

lic appearance will be made in a volume of essays on William Blake, poet and artist. -It is said that toothache may always be

cured by holding in the hand a certain rootthat of the tooth. -Alice Cary has written a novel entitled

"The Bishop's Son," and the scene is laid in New England. -A Vicksburg paper says, "Ristori is

subliciously stupendicular tragedist."

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OLD SHINGLE ROOFS, FLAT OR STEEP COVERED WITH GUTTA PERCHA ROOF ING-CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water LEARY GRAVEL ROOFS repaired with Guil Percha Paint, and warranted for five years, LEARY SLATE ROOFS coated with Liquid Gutta Percha Paint, which becomes as hard as slate. For TRN, COPPER, ZINC, and HADN ROOFS this Paint is the me plus utira of all other protection. It forms a perfectly impervious covering, completely realist the action of the weather, and constitutes a thorough protection against leaks by rust or other-wise. Price only from one to two cents per square foot. TIN and GRAVEL ROOFING done at nhortest notice.

Material constantly on hand and for sale by th
MARROTH ROGERNG COMPANY.

121 cm

RECELESS & EVERETT,

121 cm

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL-

TIMORE RAILEGAD.

TIME TABLE.

Commencing MONDAY, April 22, 1887, Trains will leave Depot, corner BROAD and WASHINGTON Avenue, as follows:—
Way Mail Train at 820 A. M. (Sundays excepted) for Baitimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 11-5 A. M. (Sundays excepted) for Baitimore and Washington,
Express Train at 370 P. M. (Sundays excepted) for Baitimore and Washington,
Linewood, Claymont, Wilmington, Newbort, Station, Newark, Elkton, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Ran.

Night Express at 1700 FPM. (daily) for Baitimore and Washington, connects at Wilmington with Delaware Hallroad Line (Saturdays excepted), stopping at Middletows, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristield with bury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South. Passengers by Boat from Baltimore for Fortress Monroe and Norfolk will take the 1145 A. M. Train. WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Wilmington,
Leave Philadelphia at 12:20, 4:30, 6:06, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train runs to New Castle.
Leave Wilmington 7:00 and 8 A. M., 8:00 and 6:30

Leave Wilmington 7:30 and 8 A. M., 2:30 and 6:30 (daily), P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M.,
Express, 1:10 F. M., Express, 6:35 F. M., Express,
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8:25 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at North-Eaut, Elkton, and Newark to take pussengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.
Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, Persons purchasing lickets at this office can lave their baggage checked at their residence by Graham's Baggage Express.

45] H. F. KENNEY, Superintendent,

FOR NEW YORK,-CAMDEN AND AMBOY and Philadelphia and Trenton Railroad Com-ny's Lines, from Philadelphia to New York and ay Places, from WALNUT Street Wharf, will leave follows, viz.: — PARE.

through to Treaton.

The 1 P. M. Market line will leave from foot of Market street, upper ferry, LINES FROM KENSINGTON DEPOT

Will leave as follows:At II A. M., 429,6 45 P. M. and 12 Midnight, via Kensington and Jersey City Express Lines. Fare, \$199.
The 645 P. M. line will run daily. All others Sundays Neepted, A. T. & and 11 A. M., 2730, 3730, 4730, 5, 645 P. M., and 2 Midnight, for Bristol, Trenton, etc., and at 10715 A. d. for Bristol. M. for Bristol.

At 778 and 1915 A. M., 239, 439, 5, and 12 P. M. for Schenck's.

At 1915 A. M., 239, 5, and 12 P. M. for Eddington.

At 739 and 1915 A. M., 239, 4, 5, 6, and 12 P. M. for Cornwell's. Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 1915 A. M., 239, 4, 5, 8, 8, and 12 P. M. for Wissinoning.

noming.
BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes
daily, Sundays excepted, from Kensington Depot as follows:—
At 7:30 A. M. for Ningara Falts, Buffalo, Dunkirk,
Canandaigus, Elmira, Ithaca, Owego, Rochester,
Binghamton Oswego, Syracuse, Great Band, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

hem, etc.
At 5 P. M. for Lambertville and intermediate Sta-April 1, 1867. DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements, On and atter MONDAY, April 1, 1867, the Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and MARKET Streets (West Philadelphia), at 7:15 A. M. and 45:15 M. M. Leave Rising Sum at 5:15 and Oxford at 5:05 A. M., and leave Oxford at 5:25 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Rising Sum at 1:15 A. M., Oxford at 12:09 M., and E. Inhett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 2:30 P. M., run to Rising Sum to Connects at Oxford with a daily line of Stages for Peach Rottom, in Laucaster county. Returning, leaves Peach Rottom to connect at Oxford with the Alternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:30 P. M. runs to Rising Sun, Md.

Pessengers allowed to take wearing apparel only, as baggare, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 11?

HENRY WOOD, General Sup'k. THILADELPHIA AND BALTIMORE CEN-

W EST CHESTER AND PHILADELPHIA
RAILEOAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
On and alter MONDAY, April 1, 1867, Trains will
leave an follows:

SUMMER ARRANGEMENTS.

On and after MONDAY, April I, 1867, Trains will leave as follows:

WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, from Depot Thirty first and Market streets, at 7:15 A. M., 11 A. M., 228; P. M., 415 P. M., 430 P. M., 625, and 19:30 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 A. M., 7:15 A. M., 7:30 and 19:45 A. M., 125 P. M., 435 and 6:50 P. M.
Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

ON SUNDAYS.

Leave Philadelphia at 8:30 A. M. and 5 P. M.
Leave West Chester at 7:45 A. M., and 5 P. M.
Trains leaving Philadelphia at 7:15 A. M. and 4:50 P.
M., and leaving Philadelphia at 7:15 A. M. and 4:50 P.
M., connect at B. C. Junction with trains on P. and B.
C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Comisany will not in any case be responsible for an amount exceeding one bundered dollars unless a special contract is made for the same.

HENRY WOOD,

General Superint

FREIGHT LINES FOR NEW YORK AND all the Stations on the CamDEN and AMBOY and connecting Endroads, INCREASED DESPATOR, THE CAMDEN AND AMBOY RAIL-ROAD AND FRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT street what it i o'clock P. M. daily (Sundays excepted), Freight must be delivered before 45 o'clock, to be orwarded the same day. Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the shove lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trentge Princeton, Kingston, New Brunswick, and all prints on the Camden and Amboy Railroad; also, on the Belvidere, Delaware and Fleinington, the New Jersey, the Freshold and Jamesbarg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere and Delaware Hallroad connects at Phillipsburg with the Lehigh Valley Bailroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth. Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Easex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consigneer, mast, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is turnished in quantitie of five carloads or more, it will be delivered at therog of Fortieth street, near the Drove Yard, or at Pler Nt. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent,

111 No. 226 S. DELAWARE Avenue, Phillada.

FOR NEW YORK, VIA RARITAN AND DELA-or VINE Street, Philadelphia.

6 P. M.-Freight for New York, and points North

6 P. M.—Freight for New York, and points North of East.

11 A. M.—Way treight.

Goods delivered at Company's Depoi, No. 326 N. WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.

Freight received at Pier No. 32 North River, N. Y., by 4'30'P. M., will be ready for delivery in Philadelphia early the following morning.

FARE TO NEW YORK, TWO DOLLARS.

Ticket Office, Vine Street Ferry.
For further information apply to Company's Agents: R. H. CHIPMAN, Freight Office and Depot, No. 320 N. WHARVES, Philadelphia.

J. B. BURT, Pier No. 22 North River, foot of DUANE Street. New York.

Or at General Freight and Passenger Office, Philadelphia, No. 311 CHESNUT Street.

WILLIAM N. CLAYTON,
Superintendent, Red Bank, N. J.

General Freight Agent, Rod Bank, N. J.

T. BRENT SWEARINGEN.

111 General Agent, Philadelphia.

RAILROAD LINES.

RAILROAD LINES.

READING RAIL ROAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS,
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, MAY 6, 1887.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
AUTOBA, M., for Reading and intermediate Stations,
Returning, leaves Beading at 6 30 P. M., arriving in
Philadelphia at 9 to P. M.
At 515 A. M., for Reading, Lebanon, Harrisburg,
Potaville, Pinegrove, Tamaqua, Subbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Allentown, Wilkesbarre, Piliston, York, Carlisio,
Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Penna
Rivania disliroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc., at PORT
CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley
and Schuyikill and Sunguebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schuyikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelpnia at 3:30 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Radroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potistown at 6:20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.

Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.

Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:00 P. M.; arrives in Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M., fortsville at 2:45 P. M., arriving in Philadelphia at 6:46 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 7:10 P. M., Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:45 noon tor Pottsville and all way stations. Leaves Pottsville at 7:00 A. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:36 P. M.

CHESTER VALLEY RAILROAD,

CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 3:00 P. M. trains from Philadelphia, returning from Downingtown at 6:19 A. M. and 1:00 P. M.

M and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI
THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 1:00 A. M. and 1:50 and 10:06 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad express trains for Pittsburg. Chicago. Williamsport, Elmira, Baitimore, etc.,
Keturidag, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, M.
3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4
and 10:39 A. M., and 4:20 and 11:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:20 P. M.
Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:6 P. M., Mail train for Harrisburg leaves New York at 12 M.

at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11 20 A. M., and 7 16
P. M., returning from Tamaqua at 7 35 A. M. and 1 48
and 4 15 P. M.

P. M., returning from Tamaqua at 7:35 A. M. and 1:46 and 4:15 P. M.

St. Huyl, Kill And Susquehanna Railboad
Trains leave Auburn at 7:30 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 7:30 P. M., and from Tremont at 7:36 A. M. and 5:25 P. M.

Tick, ETS.

Through first-class tick is and emigrant tickets to all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediatestations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates, Excursion lickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the critice of S. BRADFORD, Treasurer, No. 227 S. NOURTH Street, Philadelphia, or of G. A. NICOLLE, General Superntendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firmis.

MILEAGE TICKETS,

Good for 2000 miles between all points.

MILEAGE TICKETS, Good for 2000 miles between all points, \$52.50 each for lamilies and firms, SEASON TICKETS,

For three, six, nine, or twelve p only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half

cards entiting themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville Fort Clinton, and all points forward.

MALLS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

455

No. 1101 CHESNUT Street. E. M. NEEDLES & CO. |Have opened, at their NEW STORE, N. W. Cor. Eleventh and Chesnut. A SPLENDID ASSORTMENT WHITE GOODS. EMBROTHERIES. LACE GOODS. HANDKERCHIEFS, VEILS, ETC. ETC.

No. 1101 CHESNUT Street.

Of Superior Quality, at LOW PRICES.

LUMBER. 1867. SELECT WHITE PINE BOARDS
44, 54, 64, 2, 2%, 8, and 4 inch
CHOICE PANEL AND ISL COMMON, 16 eet long,
WHITE PINE, PANEL PATTERN PLANE,
LARGE AND SUPERIOR STOCK ON HAND,

1867. -BUILDING! BUILDING
LUMBER! LUMBER! LUMBER
4-4 CAROLINA FLOORING.
5-4 CAROLINA FLOORING.
6-4 DELAWARE FLOORING.
6-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
BFBUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRES
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW,
No, 1 CEDAB LOGS AND POSTS.

1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE

1867. ALBANY LUMBER OF ALL KINDS, BEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH.
OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS.

1867. CIGAR-BOX MANUFACTURERS SPANISH CEDAR BOX BOARDS. 1867. SPRUCE JOIST! SPRUCE JOIS FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
11 22 6mrp No. 2500 SOUTH-STREET.

C. PERKINS, LUMBER MERCHANT.

Successor to B Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment of Building Lumber. 5 242