Rebel Generals as Boys at West Point-An Indian Story. "An Old Dragoon" is writing a series of ineresting sketches for a Richmond paper, giving reminiscences of cadet life at the West Point Military Academy. The following are ex-

SIDNEY JOHNSON. The first cadet I ever heard give the word of command was Sidney Johnson, and the impression his appearance made on me is as distinct now as it was then. His stalwart form and well developed muscles gave him an appearance of great strength, while his gentle manners and benevolent countenance indicated a man of the tenderest affections. Hard to arouse to anger, he was ever ready to espouse the cause of the oppressed. His noble nature endeared him to his fellow-cadets and his associates in after life. On one of the fairest pages of history must be written the deeds of this gallant soldier and true

LEONIDAS POLK. Leonidas Polk, tall and straight as an arrow, was the orderly sergeant of my company. Scrupulously strict in the discharge of his duties, retiring in his manners, and a devout member even then of the Episcopal Church, he invariably commanded the respect of us all. BOBERT E. LEE.

Robert E. Lee held the two offices in the corps usually filled by the best soldiers of the class— Sergeant-Major and Adjutant. He discharged the duties of these offices with zeal and fidelity. His personal appearance surpassed in many beauty that of any other cadet in the corps Though firm in his position and perfectly erect, he had none of the stiffness so often assumed by men who affect to be very strict in their ideas of what is military. His limbs, beautiful and sym-metrical, looked as though they had come from a turning-lathe; his step was as clastic as if he spurned the ground upon which he trod. vas noted among his class-mates as a great student, and as having passed through trying ordeal of a military school w out a single demerit mark. (I generally got one hundred and fifty a year.)
During Bob Lee's stay at West Point, I am satisfied he never swore an oath, tasted a drop of ardent spirits, nor used "the weed" in any shape or form. The same virtues of abstinence may be attributed to Charles Mason; but I think "Charley" occasionally let slip an oath; at least be looked as if he did. Mason was in Lee's class, and intellectually had no superior at the Point. How well I can recollect his bright, pieroing eye, gleaming and "snapping" with excitement as he stood at the black-board, demonstrating some intricate and beautiful mathematical problem! Mason early left the army, and has since sought and gained that distinction in civil life which his talents and pure character entitled him to. He was for a ng time Commissioner of the Patent Office, chosen for his scientific attainments, and filled with ability for several years a place on the Supreme Bench of lowa. B. W. BRICE.

Another prominent cadet in Lee's class was W. Brice. He was high up as a soldier, but low down as a student; very handsome, full of wit and humor, and always ready for fun and frolic. Everybody liked him, and was glad to call Ben Brice his friend, He was ot "our set," and considering the circumstances, it is wonderful he ever reached the office of Paymaster-General United States Army, which he now holds, and the duties of which he discharges with masterly ability.

JOE JOHNSTON. Joseph E. Johnston had a great deal of the military spirit that pervaded the corps, and which was infused by Major Worth. He was not remarkable for his studious habits, and belonged to a fast set, of which I myself was an active member. Few of that set escaped arrest, confinement, and court-martial. Joe Johnston was one of those genial spirits that gave zest to a cadet's life. Full of ambition and a desire to excel, he was yet ever ready to join a scouting party to Buttermilk Falls, the residence of the immortal Benny Havens. His appearance was very military, and when under arms no man lacked more the soldier. He was very expert in the manual of arms, and carried his musket so perpendicular that it leaned a little too much to the front. Though we recognized his talents then, we little dreamed he had the military genius he has since displayed as a commander.

JOHN B. MAGRUDEB. My old friend and class-mate, Joh n B. Magruder, was perhaps the most elegant and distingue cadet at the Academy in that day, and I do not believe West Point has ever had his equal. He was a first-rate soldier, of fine appearance, and very strict when on duty as "officer of the day," never fairing to report the slightest violation of regulations, even though the delinquent was his most intimate friend and room-mate. This trait in his character I have reason to know from personal experience. John was for the corps the "arbiter of things elegant, the glass of fashion."

A STORY ABOUT WINDER. At the Military Academy everything was invariably done in exactly the same way, and the sentiment of "the corps" was always decidedly opposed to anything like innovation upon established forms and customs. For example, the commander of the evening parade took up his position at a certain time, about sixty paces distant from the centre of the line. He then folded his arms across his chest, and remained notionless as a statue until the adjutant in-formed him that the parade was formed. He then, with greater deliberation, dropped his arms, and with his right hand gracefully waved the adjutant to his place. As soon as the adjutant passed him he drew his sword, passed it diagonally across his breast, and clutched it near the point with his left hand. The clutched it near the point with his left hand. The pattalion was then carried through the manual, brought to an "order arms," and the adjutant received an intimation that he could publish the orders and dismiss the parade. Now, the slightest deviation from the established manner of performing all these details would have brought down upon the head of the offender the wrath of the whole corps. Lieutenant John H. Winder (afterward Brigadier-General Winder, of the Confederate States army), whose training had been under a totally different system, returned to the Point, after an absence of ten or twelve years a assistant instructor of facilies. twelve years, as assistant instructor of tactics. The first evening he took command of the parade he lounged out to his position and assumed an easy attitude, resting himself on one leg, his arms dropped by his side. Instantly a murmur began to run through the lines. The Lieutenant thereupon braced himself up and shouted "Attention!" This for a moment produced quiet, and enabled the adjutant to proceed with the ceremonies; but the moment Winder drew his sword, and placed the blade against the hollow of his shoulder instead of across his breast, and spread his feet asunder instead of having his heels together on the same line, the corps broke out into yells and laughter, and such was the uproar that nothing the worthy Lieutenant could do to restore order was of any avail. In vain he shouted, "If the file-closers don't do their duty, I'll arrest them, by G—d." This only increased the commotion, for we were unaccustomed to swearing on parade, and finally he was obliged to dismiss the parade, the different companies hallooing and shouting as they marched off. This demonstration of the cadeta soon brought the Lieutenaut's tion of the cadets soon brought the Lieutenant's heels together, folded his arms on his bosom, and crossed his sword over his chest. Winder was at bottom a very kind-hearted man; there was a great deal of good in him, though at times he was rather fussy, and "cussed" some.

BUNNING DOWN AN INDIAN. There was one other cadet at the Point with me whom I must not omit to mention as a remarkable man, and one who has since been very conspicuous. I refer to Lucius B. Northrop, late Commissary-General of the Confederate States. When I recollect him at the Acambardaeous value man with demy, he was a handsome young man, with an olive complexion, long black hair, very erect, and walked looking straight before him, neither to the right nor left delgning a giance. He would fight on the drop of a pin. His career in the army afterwards was cut short by an untoward accident. He was sent by the com-

a manding officer somewhere out in Arkansas or in the Indian Territory, to arrest a notorious desperado. The general belief was that the desperado. The general belief was that the man would resist, and kill any officer attempt ing to arrest him; and Northrop having to ascend a ladder into a loft to get at the desperado, carried his pistol cocked. Unfortu-nately it went off prematurely, and shot Nor-throp in the leg, permanently disabling him. Northrop was always very foud of horses, and generally rode splendid animals. In General Dodge's famous expedition, many years ago, on the Plains and out into a country that was then an unknown land, and broken upon as a sort of terra incognita, Northrop was an officer in the

Dodge's object was to negotiate with the Indians and conciliate them. But as he advanced into the country the Indians all fled at his approach. The army would see them in the distance, on the tops of hills, watening their progress; but Mr. Redskin would disappear as the "pale faces" came up. All hopes of negotiation seemed fruitless; you could not get a palayer with them; nothing would induce them to come into our camp. Finally Northrop said he would bring an Indian in. He rode a magnificent blooded mare of great speed and endurance. The next morning, before day, Northrop started out in advance of the column, Northrop started out in advance of the column, and made a long detour. At the usual hour the column marched. As they advanced they saw an Indian on his fleet little pony, with his lance, watching their progress from the top of a distant hill. Suddenly Mr. Redskin darted like an arrow from a bow down the side of the hill, his little pony at full speed running across the foot of the column, and presently Northrop appeared after Mr. Indian with a sharp stick, and riding as hard as he could go. He had got in the rear of the Indian, and was going to catch him by running him down. The chase was very exciting, for we could see the whole of it. Finally the blooded mare of Northrop brought Mr. Indian's pony to a stand. Of course Redskin was frightened to a stand. Of course Redskin was frightened out of his wits at being thus run down and overtaken, and expecting immediate death and scalping. Lieutenant Northrop brought his prize safely into camp, where General Dodge, instead of killing, roasting, and eating him, as he expected, gave him plenty to eat and drink, what he wanted with the Indians, let him go. After that incident there was no difficulty in having interviews with the Indians, and General Dodge accomplished his necotiations.

The "Oath of Kalinski."

In the bill of indictment in the Berezowski case, mention was made of a work on Poland found in the pocket of the patelot which he had left in pawn at the Mout de Piete to buy powder for his pistol. There was a page turned down and marked, containing the "oath of Kalinski," Kalinski, who it appears was a hoemaker by trade, was one of the popular leaders of the insurrection of 1794, headed by Kosciusko. The patriots who had prepared the rising bound themselves by a solemn oath to be true and faithful to the cause, and to each other.

"I—swear, in the presence of God, of the whole world, and of the Polish nation, as well as to Kosciusko, the supreme chief of the national military forces, that I will be faithful to my country and its defender whenever I am called upon; and I swear to obey all orders I receive from him, and to execute them faithfully. I will do no wrong to any citizen who takes a part in this insurrection, and I shall prevent any one who may wish to do the slightest injury to this class of citizens. I swear to keep secret the object of our patriotic conspiracy, and never to inform against any one who takes part in it. I will seek by all the means in my power to aid my fellow-citizens in our conspiracy, and to commence the national struggle at the earliest moment possible. Should a foreign power arrest the conspirators, I will take revenge immediately. I swear to combat the enemies of my country to the last hour of my lite: and if unfortunately I should ever betray this conspiracy for my country, I declare that in every circumstance and in every place I shall submit to the death reserved for the vilest traitors. May God, the Holy Trinity, and Jesus Christ so help me."

The London Custom House.

The London Custom House is an extensive establishment. Besides the clerks and officers who labor in doors, it employs 1149 men in the various out-door departments, of whom 853 are stationed in London and 296 at Gravesend. This number includes 851 out-door officers, 200 watermen, 50 messengers, 20 watchmen, constables, 2 doorkeepers, and 22 men who form the crew of the revenue-cutter. The officers during the year ending June 30, 1867, boarded 16,315 vessels on arrival, guarded 4767 vessels outward bound, and 14,870 lighters and barges in the Thames river. In England a man holds his custom house position for life, and the medical officer of the London establishment reports that the force has during the year 1866 lost 69 men; out of which number 14 deaths have occurred, 15 were superanguated from various causes, 28 were promoted into other departments, 2 were dismissed, and 2 resigned. The mean daily number on the sick list was 2.5 per cent, of the whole force, and the mean duration of each case about eighteen days. This body of men enjoyed a remarkable exemption from cholera, and though living in localities specially attacked, one death only occurred among them from this disease, which was so severe in London last year.

SILVER IN WEST VIRGINIA .- A correspondent of the Wheeling Intelligencer states that the following companies have struck silver in Jackson county, West Virginia, at the following depths:—The Pittsburg Exploring and Mining Company, at a depth of 372 feet; the same company at another place, at a depth of 342 feet; the Mason County Silver Company, at a depth of 384 feet; the Mason City Company, at a depth of 260 feet; the Pomeroy Company, at a depth of 366 feet; the Philadelphia Company, at a depth of 396 feet, and all within a circumference of three miles. The main silver vein is supposed to be at a depth of 400 feet. Further developments will be anxiously looked for.

No. 1101 CHES NUTStreet. E. M. NEEDLES & CO.

OFFER IN

HOUSE-FURNISHING DRY GOODS, ADAPTED TO THE SEASON,

Fruit Cloths and Doylles,

Bath and other Towels,

Burniture Chintzes and Dimitles,

Pillow and Sheeting Linens,

Floor and Star Linens,

Honeycomo, Allendale,

AND OTHER LIGHT SPREADS, AT REDUCED PRICES.

No. 1101 CHERNUT Street. 912 ARCH STREET. — GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE, WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before preceduating elsewhers. purchasing elsewhere,
N. B.—Solied or tarnished fixtures refinished with
special care and at reasonable prices,
22 6m
VANKIRK & CO

GARDNER & FLEMING. COACH MAKERS,

New and Second-hand Carriages for sale. Par-

RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1967, The trains of the Pennsylvania Central Railrad leave the Pepot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one days-The Market Street cars leave Front departure of each train.

Sleeping Car Tickets can be had on application at
the Ticket office. N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for
and deliver baggage at the Depot. Orders left at No.
(20) Chesnut street, or No. 1 South Eleventh street, will
pressive attention.

TRAINS LEAVE DEPOT, VIZ :--Harrisburg Accommodation 160 P.
For jurther information apply to
JOHN C. ALLEN, Ticket Agent,
No. soi CHESNUT Street,
SAMUEL H. WALLACE,

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Lollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. y special contract.

EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

Florence.
At 5 and 10 A. M., 1, 4, 5, 6, and 11:20 P. M., for Edge-water, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Flah e. and 11'30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:— At B A, M., 4 30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. Fare, \$3. At 8, 10:18 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10-15 A. M., 2-30. 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10-15 A. M., 2-30, 4-30, 5. and 12 P. M., for

Schencks.

At 10°15 A. M., 2°30 and 5 P. M., for Eddington.

At 10°15 A. M., 2°30 and 5 P. M., for Eddington.

At 7°30 and 10°15 A. M., 2°30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES, At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamton. Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Staons. Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:— At 120 A. M., and 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Pare, §3 25. The 136 A. M. and 630 P. M. Lines will run dally. All others, Sundays excepted, July 15, 1867. WM. H. GATZMER, Agent.

July 15, 1867.

WM. H. GATZMER, Agent.

FOR CAPE MAY BY BAILROAD, FROM root of MARKET Street (Upper Ferry).

Commencing SATURDAY, July 18, 1867.

9*60 A. M. Morning Mail. Due 12*25 P. M.

8*00 P.M. Cape May, Passenger. Due 7*15 P. M.

4*00 P. M. Express. Due 7*65 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6*30 A. M. Morning Mail. Due 10*07 A. M.

9*60 A. M. Morning Mail. Due 10*07 A. M.

9*60 A. M. Fast Express. Due 12*07 P. M.

5*00 P. M. Cape May Express. Due 8*25 P. M.

The SUNDAY MAIL. and PASSENGER TRAIN leaves Philadelphia at 7*00 A. M., returning leaves cape Island at 5*00 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry).

from foot of MARKET Street (Upper Ferry),
Commencing SATURDAY, July 13, 1867.

870 A. M., Morning Mail, for Bridgeton, Salem,
Milville, Vineland, and intermediate stations.

970 A. M. Cape May Morning Mail.

370 P. M. Cape May Accommodation.

370 P. M. Bridgeton and Salem Passenger,

470 P. M. Cope May Express.

670 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 970 A. M.

West Jersey Freight Train leaves Camden at 12 M.

(noon).

(noon).

Freight will be received at Second Covered Wharf
below Walnut street, from 7:00 A. M. until 5:00 P. M.
Freight received before 9:00 A. M. will go forward the same day,
Freight Delivery, No. 228 S. DELAWARE Avenue
7.24f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GREMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 185, 3%, 4, 5, 5%, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 49, 0, 65%, 7, 8, 9, 10, 11 P. M.
The 820 Lown Train and 3% and 5% Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown 85% A. M., 1, 6, 9% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chesnut Hill 7:10, 8, 940, and 11:40 A. M., 1'40, 8'40, 8'40, 8'40, and 10:40 P. M.
Leave Philadelphia 9% A. M., 2 and 7 P. M.
Leave Philadelphia 9% A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M., 12:40, 6'40, and 925 P. M.
Leave Chesnut Hill 7:50 A. M., 12:40, 6'40, and 925 P. M.
Leave CONSHOHOCKEN AND NORRISTOWN.

M. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 5, 75, 9, and 11 105 A. M. 15, 8, 55, 55, 55, 805, and 115 P. M.
Leave Norristown 5 0, 7, 750, 9, and 11 A. M. 15, 8, 15, 65, and 55 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 5 30 and 9 P. M.
Leave Norristown 7 A. M., 5 30 and 9 P. M.
Leave Philadelphia 6, 75, 9, and 11 O. A. M. 15, 8, 65, 805, 95, and 115 P. M.
Leave Philadelphia 6, 75, 9, 80, 95, and 11 A. M. 2
St., 5, 65, 805, 95, and 115 P. M.
Leave Manyunk 610, 75, 830, 95, and 11 A. M. 2
St., 5, 85, 9, and 105 P. M.
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Manyunk 75 A. M. 25 and 75 P. M.
Leave Manyunk 75 A. M. 6 and 95 P. M.
W. S. WILSON, General Superinsendent.
Bedot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC BAILROAD,
THRUUGH IN TWO HOURS,
Five Trains daily to Atlantic City, and one on Sun-

reight. 1140 A. M.
Express (through in two hours). 768 A. M.
Accammodation. 548 A. M.
Junction Accommodation to Jackson and intermedia to Stations leaves Vine street. 530 P. M.
Returning leaves Jackson. 628 A. M.
HADDON FIELD ACCOMMODATION TRAINS
HADDON FIELD ACCOMMODATION TRAINS
Lave Vine street at. 1048 A. M. 250 P. M.
S15 P. M.

DESIGNATION OF AN AND

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmei, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Phitadelphia, N. W. corner of BERES and AMERICAN Streets.

SUMMER ARRANGEMENT.

SUMMER ARRANGEMENT.

SUMMER ARRANGEMENT.

On and after WEDNESDAY, Mays, 1867, Passenger trains leave the New Depot, corner Berks and American streets, dally (Sundayn excepted), as follows:—A1746 A. M.—Morsing Express for Bethlehem and Principal Stations on North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Raliroad, connecting at Bethlehem with Lehigh Valley Raliroad, connecting at Bethlehem with Lehigh Valley Raliroad, weatherly, Jeansville, Hazelton, White Haven, Wilkesbarre, Kingskon, Pittston, and all points in Lehigh and Wyoming valleys: aise, in connection with Lenigh and Mahanoy Raliroad, for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 1295 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1125 P. M., for Easton, and points on New Jersey Central Raliroad to New York.

At 8'46 A. M.—Accommodation for Doylestown, Stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10'15 A. M.—Accommodation for Doylestown, Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralla, Shenandoah, Mount Carmei, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quaker-town.

At 2'49 P. M.—Accommodation for Doylestown, At 2000 in the mediate stations, Passengers take

At 245 P. M.—Accommodation for Doylestown, at 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take singe at Doylestown for New Hope; at North Wales for Sumneywown, or Sumneytown,
At 4 P. ht.—Accommodation for Doylestown, stop-

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatbore, and Hartsville, take stage at Abington; for Lumberville at Doylestown.

At 5-20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Kaliroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6-20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11-38 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELL TAREST TO THE ADMITTAL THROUGH THE PROPERTY OF THE ADMITTAL THROUGH THROUGH THE PROPERTY OF THE ADMITTAL THROUGH THR From Doylestown at 825 A. M., 510 P. M., and

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.,
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 345 P. M.
ON SUNDAYS.
Philadelphia for Bethlenem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlenem to Philadelphia at 720 A. M.
Bethlenem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and.
Union line run within a short distance of the Depot.
Tickets must be produced at the Ticket Office in order to secure the lowest rates of fare.

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,
118
No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ABRANGEMENT.
On and after MONDAY, June 24, 1867, Trains will
leave Depot, THIRTY-PIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 2:30 P. M., 4:15 P. M., 4:30 P. M., 7:00 P. M., and
10:30 P. M., 4:15 P. M., 4:30 P. M., 7:00 P. M., and Leave Philadeiphia for West Chester, at 715 A. M., 130 P. M., 230 P. M., 415 P. M., 430 P. M., 700 P. M., and 1636 P. M.

Leave West Chester for Philadeiphia, from Depot on East Market street, at 675 A. M., 715 A. M., 730 and 1646 E. M., 175 P. M., 450 and 550 P. M.

Trains leaving West Chester at 730 A. M., and leaving Philadeiphia at 450 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 train leaving West Chester at 718 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 530 P. M.

Stopping at all stations.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to del arture.

Front and Market streets thirty manutes previous to den arture.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Wainut street wharf, passing out Wainut street to the dipot.

Leave Philadelphia at 8 30 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leaves Depot on arrival of each train, to carry passengers into the city.
Trains leaving Philadelphia at 715 A. M. and 450 P. train leaves Depot, and war results that the city.

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., and leaving West Chester at 7'30 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 Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the HENRY WOOD, came. General Superint

THILADELPHIA AND ERIE RAILROAD .-SUMMER TIME TABLE, BUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Traina. On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Eric Railroad will run as follows:

follows:

WESTWARD.

Mail Train leaves Philadelphia.

leaves Williamsport.

rarrives at Erie.

leaves Williamsport.

leaves Williamsport.

arrives at Erie.

Emira Mail leaves Philadelphia.

arrives at Erie.

Emira Mail leaves Philadelphia.

arrives at Lock Haven...

Exstward. .. 10 00 A. M. .. 8 00 A. M. .. 6 45 P. M. .. 8 10 P. M.

THILADELPHIA AND BALTIMORE CEN PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements, On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 715 A. M. and 450 P M.

Leave Rising Sun at 5° is and Oxford at 606 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tweedays and Pridays, leaving the Rising Sun at 1°15 A. M., Oxford at 12°00 M., and Kennett at 1°00 P. M., connecting at West Chester Junction with a Tyain for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2°30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7°15 A. M. connects at Oxford with a daily line of Stages for Peach Hottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4°50 P. M. runs to Rising Sun. Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be Rising Sun. Md.
Passenger's allowed to take wearing apparel only
Passenger's allowed to take wearing apparel only
Passenger's allowed to take wearing apparel only
responsible for an amount exceeding one hundred
dollars, unless a special contract be made for thesame.

HENRY WOOD, General Sup'ts.

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila delphia, Wilmington, and Baltimore Railroad, EROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannan, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile Columbia, Macon, Augusta, Montgomery, Mobile,
New Gricans, and intermediate points,
For tickets and information inquire at Offices, Nos.
For tickets and thiormation inquire at Offices, Nos.
411 and 828 CHESNUT. Street, or at Depot, BROAD
Street and WASHINGTON Avenue.
[7 1 3m
H. V. TOMPKINS, General Agent, Norfolk, Va.
C. I. THOWBRIDGE, General Passenger Agent.

WEST JERSEY BAILROAD. BUNDAY MAIL TRAIN FOR CAPE MAY,
Commencing SUNDAY, June 23, 1857, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, footor Market street (upper ferry), at 7 A. M.
Returning leave Cape Island at 5 P. M., Slopping at
principal Stations only.
Fare, 5506, Excursion Tickets, \$400. Good this day
and train only.
WILLIAM J. SEWELL,
Superintendent. 6 20 19 Superintend

RAILROAD LINES,

READING RAILBOAD READING HAIL ROAD
GREAT TRUNK LINE
FROM PHILADELIPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTE
and Callowhill Streets, Philadelphia, at the following hours—

and CALLOWHILL Streets. Philadelphia, at the following hours—
MORNING ACCOMMODATION.
At 7:35a.4 M., for Reading and intermediate Stationa Returning, leaves Reading at 8:30-P. M., arriving in Philadelphia at 9:0 P. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg. Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmirs, Rochester, Niagars Falls, Buffalo, Aftentown, Wilkesbarre, Pitaton, York, Carilsie, Chambersburg, Hagerstown, etc. etc.

This train connects at HEADING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLIANTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkill and Susquebanna Calos for Northumberland, Williamsport, York, Chambursburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambursburg, Pinsgrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 1°30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Radiroad trains for Columbia, etc.

POTTSTOWN A CCOMMODATION
Leaves Potstown at 6°20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 8°40 A. M., Returning, leaves Philadelphia at 8°30 P. M.; arrives in Potstown at 8°45 P. M.

READING ACCOMMODATION
Leaves Reading at 7°30 A. M., stopping at all way stations, arriving at Philadelphia at 1°15 A. M.
Returning, leaves Philadelphia at 1°15 A. M.
Returning, leaves Philadelphia at 5°50 P. M.; arrives n Reading at 7°45 P. M.

Trains for Philadelphia leave Harrisburg at 8°10 A.
M., and Potsville at 8°45 A. M., arriving in Philadelphia at 1°40 P. M. Afternoon trains leave Harrisburg at 2°16 P. M., Potsville at 2°45 P. M., arriving in Philadelphia at 8°45 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7°15 A. M., and Harrisburg at

HARNISBURG ACCOMMODATION
Leaves Reading at 7'15 A. M., and Harrisburg at 4'10 P. M. Connecting at Reading with Asternoon Accommodation south at 6'30 P. M., arriving in Philadelphia at 19'10 P. M.
Market train, with passenger car attached, leaves Phindelphia at 19'45 noon for Pottaville and all way stations. Leaves Pottavilleat 70e A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted, Sunday trains leave Pottaville at 8'00 A. M., and Philadelphia at 3'17 P. M. Leave Philadelphia for Reading at 8'00 A. M., returning from Reading at 4'25 P. M.
CHESTER VALLEY RAILROAD,

CHESTER VALLEY RAILROAD.

P. M.
CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediate
points take the 750 A. M., and 500 P. M. trains from
Philadelphia, returning from Downingtown at 610 A.
M and 1'00 P. M.
NEW YORK EXPRESS FOR PITTSBURG ANI
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 160 A. M and 1'50 and 19'05 P. M.,
and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad express trains for Pittsburg, Chicago, Williansport, Elmira, Baitmore, etc.
Heturning, express train leaves Harrisburg on ar
rival of the Pennsylvania express from Pittsburg, at
3 and 8'45 A. M. and 9 P. M., passing Reading at 4'2
and 10'30 A. M., and 4'20 and 11'16 P. M., and arriving
in New York at 10'10 A. M., and 4'40 and and 5'0 P. M.
Sleeping, cars accompany these trains through between Siceping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2.10

P. M. Mail train for Harrisburg at 2.10 Mail train for Harrisburg leaves New SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11 30 A. M., and 7 12
P. M., returning from Tamaqua at 7 35 A. M., and 1 46
and 4 15 P. M.
S. HUYLKILL AND SUSQUEHANNA RAILROAD
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 3 30 P. M., and from Tremont at 7 35 A. M. and 5 25 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canada.

all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates, Excursion tickets 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 office of S. BRADFORD, Tressurer, No. 227 S. FOUETH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

At 25 per cent, discount, between any position of families and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52'50 each for families and firms.

SEASON TICKETS,

SEASON TICKETS,

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 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 5-20 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville. Port Clinton, and all points forward.

MAILS
Close at the Philadelphia Pont Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. 48

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, July 8, 1887, Trains will inve Deput, corner BROAD Street and WASHINGTON Avenue, as follows:

Way Mail Train at 830 A. M. (Sundays excepted) for Estitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 370 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryvil's, Hayrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 1709 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Scaford, Sallabury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portszouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1150 A. M. Train, Via Crisfield will take the 1170 P. M. Train.

Wilmington.

Leave Philadelphia at 1230, 200, 430, 600, and 11-20 (1911) P. M. Train.

Stopping at all Stations between Philadelphia and Winnington.

Leave Philadelphia at 12'30, 2'00, 4'30, 5'00, and 11'20 (daily) P. M. The 4'30 P. M. Train connects with belaware Railroad for Milford and intermediate atalions. The 6'09 P. M. Train rous, to New Castle.

Leave Wilmington 6'30, 7'15 and S. A. M., 4'30 and 6'4 (daily) P. M. The 7'15 A. M., Train will not stop at stations between Chester and Philadelphia,

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way Mail, 925 A. M.,

Express, 2'15 P. M., Express, 6'25 P. M., Express 8'35 P. M., Express

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 3'35 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at the Ticket Office, No. 82's CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

TO PERSONS GOING OUT OF TOWN.

CALL AT SHITH'S, NO. 328 CHESNUT STREET And supply yourselves with

STATIONERY PORTFOLIOS, TOUBISTS' WRITING DESKS, DRESSING CASES, CHESSMEN,

CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc cic., at very greatly reduced prices.

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc.

Mc. 23 North WATER Street, and No. 25 North DELAWARE Avenue, PHILADELPHA. EDWIN H. FITIER, MICHAEL WEAVER, CONSAD F CLOTHIER. 214

COTTON AND FLAX,

BAIL DUCK AND CANVAS,

Of all numbers and brands,

Tent Awning, Trunk, and Wagon Cover Duck, Also,

Paper Manufacturers' Drier Feits, from one to say on

feet wide; Fauling, Beiting, Sail Twine, etc.

JOHN W. EVERMAN & CO., No. 102 JONES Allay.

SHIPPING

STEAM TO LIVERPOOL-CALL-

ending for their friends.

For further information apply at the Company's fiftee,

No, is BROADWAY, N. Y.,

87 or No. 411 CHESNUT St., Philadelphia.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKER. AT REDUCED RATES.

DRAFTS AVAILABLETHROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES.

For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 36 SOUTH Street, and No. 22 BROADWAY, 11 Or to THOS. T. SEARLE, No. 27 WALNUT

PHILADELPHIA EIGHMOND AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, via Seaboard and Roanoke Railroad, and to Lynchburg. Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad.
The regularity, safety, and cheapness of this round commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expected of transfer.
Steamships insure at lowest rates, and leave regularity from first wharf above Market street.
Freight received daily.

M. P. CLYDE & CO.

No. 14 North and South Wharves,
W. P. PORTER, Agent at Richmond and City-Point.
T. P. CROWELL & CO. Agents at Norfolk.
61

T. P. CROWELL & CO. Agents at Norfolk. 61

August 17.

Through bills of lading signed for freight to Mobile, Galveston, Natches, Vicksburg, Memphis, Nashvile, Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenus.

Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
TONAWANDA, 550 tons, Captain Wm. Jenninga,
WYOMING, 550 tons, Captain Jacob Teal,
The steamship WYOMING will leave for the above port on Saturday, August 10, at 8 o'clock A. M.,
from second what below Spruce atreet.
Through passage tickets sold and treight taken for all points in connection with the Georgia Central Railroad. WILLIAM L. JAMES, General Agents,
No. 314 S, Delaware avenue.
Agents at Savannah, Hunter & Gammell. [41]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMIN GTON, N. C.

The steamship PIONEER, 812 tous, Captain J. Benett, will leave for the above port on THURSDAY, August 16, at 80 clock A. M., from Pier 18 (second what below Soruce street), August 15, at so'clock A. M., irom a solution below soruce street).

Billis o lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilhington, Worth & Daniel.

WILLIAM L. JAMES, General Agent,

11 No. 314 S. Delaware avenue.

HAVANA STEAMERS.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, b. C., via Chenapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashvilla Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetows.
M. ELDRIDGE & Co., Agents at Alexandria, Vk
ginia.

OFPOSITION TO MONOPOLY,—DAILY LINE FOR BALTIMORE, via Chesapeake and DelaRais Causal.

The Steamers of this line are now plying regularly
between this port and Baltimore, leaving the second
wharf below Arch street daily at 2 o'clock P. M.
(Sundays excepted).

Carying all description of Freight as low as any
other line. other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages,

all description of Rescuence and description of Rescuence etc. etc.

For further information, apply to

JOHN D. RUOFF, Agent,

5 162 No. 15 N. DELAWARE Avenue. ware and Haritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharf below Market atreet. Through in twenty-four hours. Goods forwarded to all points, North, East and West, freed computation.

Freights received at the lowest rates,
WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York,

FOR NEW YORK.—SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Delaware
and Itaritan Canal, on and after the 18th of March,
leaving daily at 12 M. and 5 P. M., connecting with
all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to
WILLIAM M. BAIRD & CO.,
111 No. 182 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS TO SHIP CAPTAINS AND OWNERS.

The undersigned having iessed the KENSINGTON SCREW DOCK, begat to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vesseis to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machiniats
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT,

Kensington Screw Dock,
I if DELAWARE Avenue, above Laurel street.

FRENCH STEAM

SCOURING.

ALBEDYLL MARX & CO.

MO. 189 NOUTH ELEVENTH STREET

NO. 510 BACE STREET. HOME