THE DRAMA.

American Audiences-New Theatre in London-Rosalinds on the Stage. The letters of Mr. Oxenford from this coun

try to the paper of which he is the dramatic critic, the London Times, have an interest not only to English but to American readers. They contain far more intelligent and impartial criticisms of the American stage than we are accustomed to see in any English paper, and on this account have been considerably read on this side of the water. The copy of the Times received by the last steamer has a fourth letter from him, which is equal in interest to those from which we have previously given extracts. It is noticeable that Mr. Oxenford holds no very high opinion of the English stage. Thus he remarks on the fact that the London cockneys were quite unable to appreciate Ristori's "Élizabeth," while they would deem the American objection to the character of "Medea" entirely prudish. He even goes so far as to say that "in the present state of the English stage I doubt whether, save when Mr. Charles Kean visits London, a tragedian is to be found who is worthy to hold a candle to Mr. Forrest." He says of our style of plays:-

41 The American playgoers, who for numbers may vie with the playgoers of France, love everything large. They have no notion of a programme composed of three or four amusing trifles, but like heavy tragedies, strong sensations and ballets, three hours long, doublecharged with dancing. But whatever may be said by the dandy cockneys, to whom whatever is unknown is not magnificent, they are not vulgar. This fact is amply proved by the crowds who throng to witness the exquisitely artistic representation of 'Rip Van Winkle' by Joe Jefferson, and their thorough appreciation of his excellence."

In another place he observes:-"But English history is more loved here than it is among the most patriotic Britishers, especially that portion which preceds the quarrel between the mother country and the colonies. To the American, Queen Elizabeth and Mary Stuart are classical figures, representatives of his own ancestry; and when the former brandishes the sword of 'Enrico Ottavo' to confront 'Philip II.,' the claptrap is more telling in New York than it would be in London. It is the cause of the Anglo-Saxon against the Spaniard, contested before the time when the Anglo-Saxon split up into two factions.

A NEW THEATRE IN LONDON,

While we are treating of subjects connected with the stage, we may say a few words in regard to an elegant new theatre, to be opened in London on the 17th of this month. in fact, the old building known as St. Martin's Hall, which has been so entirely renovated and changed as to become really a new building. It is called "The New Queen's Theatre," and seems, from a description in the London News, to be very commodious, comfortable, and handsome. The following are its dimen-sions as compared with other London theatres:

	100							
	Length from curfain to front of centre box.	Width between boxes.	Width of proscentum opening.	Height of proscentum	Height from pit to cen- tre of ceiting.	Depth of stage from curtainline.	Width of stage between walls,	160 434 437 1,542 4,517 3,963 362 21 18,663 16,825 16,836
Her Majesty's	ft. 88 81 48 46 58 40 146 86 44 147 150	63 51 35 35 35 31 44 62 38 43 48	ft., 87 50 32 82 82 27 26 35 35 	ft. 43 35 25 20 30 37 35 129	### 51 65 68 47 44	ft. 35 60 48 60 55 	ft. 90 88 62 67 70 55	6.009 16.616 83,597 24,999 19,242 9,686 1,44 5,546 26,638 26,638 26,634 27 37 37 37 37 37 37 37 37 37 37 37 37 37

* To grand tier box front. † To upper box front. The computation of the seating accommodation is as follows.-

Place.	No. of Rows,	Dist'es front to back.	Width of seat,	No.
The Stalls	5 7 6 2 19	1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 1	10. 22½ (arm ch's) 21 do. 21 (arm ch's) 20 do. 18 do. 16 do.	230 64 230 100 640 610
Seating	***********			1984
Window V				2646/635

"EOSALIND,"

The part of "Rosalind," in As You Like It is one which has rarely been well filled, either in this country or in England. An English writer gossips interestingly about the ladies who have been most successful in this character on the stage of that country, together with some dramatic reminiscences. It seems that for a long time the character was deemed too ideal for stage representation. Neither Mrs. Batterton, Mrs. Barry, Mrs. Bracegirdle, Mrs. Mountfort, Mrs. Oldfield, or any of that brilliant class of comedy actresses, ventured to attempt so "colorless a character." Finally an audacious playwright, Charles Johnson adapted it after his own fashion, "just," says the writer, "as if he had improved his own wine cellar by mixing his claret with his champagne, and pouring his rum into his Rhenish. Johnson put some of the speeches of the characters he had left out into the mouths of others of the characters he had preserved. Then some lines in Richard the Second striking him as fine, he transferred them into his first act, and he was so pleased with the effect that he looked for more good things, and finding what he looked for in Much Ado About Nothing, he clapped it all into his third act. In the fourth there are some gems from Twelfth Night; 'Viola' does duty for 'Rosalind,' and the last scene of the original play is fitted in here, whether it will or no! In the fifth act is inserted much from the Midsummer Night's Dream, including all the mock play of Pyramus and Thisbe. The pretty, saucy, pleasant epilogue is omitted altogether."

Two notable "Rosalinds" were Mrs. Booth and Margaret Woffington. Of the former, who played the part in 1723, the writer says:-"Whence came this English "Rosalind" no biography can tell. She first took the town by storm as a dancer. Terpsichore herself seemed to have visited earth in the person of Hester Santlow, one of whose great points in the ballet was to let her clustered auburn hair suddenly loose over a pair of lustrous shoul ders that carried the hearts of the whole house upon them. She was so full of fascination that even Marlborough would have given her gold for a smile; and Craggs, a cold Score-tary of State, did give her a house, where he was master and she was mistress. Yet her gifts were many. She had a soft,

sweet voice, a refined aspect, and much intelligence; but she who originated, with such marked success, the part of 'Dorcas Zeal,' left no mark in 'Rosalind.' '?

Margaret Woffington, like Mrs. Pritchard, had played "Ophelia" in the country, but

was of the humblest, and she had begun life in Dublin by hanging to the legs of a rope-dancer. Madame Violante, as the latter went through her "astounding performances." Mrs. Wof-lington was so thoroughly a lady in her manner, speech, bearing, in grace and expression, that many have doubted whether she could have been of such very humble origin, and such degraded companionship, as her biographers assign to her. The fact is that the lady was innate in Margaret. It was in her from the first, even when she carried water on her head from the Liffey to her neighboring obscure home. That, in spite of her uncultivated youth, she should have had all the graces of a true lady (that is, all save one, lacking which it must be confessed, the others are much tarnished) has nothing remarkable

For about fifteen years, this untaught but well-inspired Irish girl was the popular "Rosa-lind;" and yet she lacked one of the great requisites for a perfect interpretation of the character—a sweet voice. But Margaret was a woman of unbounded resolution, and she even brought her voice, just as a great singer with a refractory organ can do, under such control that she could make it sound like a silver bell. In fact, she was one of those real artists who never believe that they are such great proficients but that they have something more to learn; and it is the looking for such enlightenment that keeps them great artists.

GOVERNMENT SALES.

T ARGE SALE OF PUBLIC PROPERTY.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
No. 18 STATE STREET,
No. 18 STATE STREET,
NEW YORK, Oct. 4, 1867,
Army Clothing and Equipage, No. 400 WASHING.
TON Street, New York city, on TUESDAY, the 22d
day of October, 1867, commencing at II october A. M.,
to be centinued from day to day, the following articles of Army Clothing and Equipage.
21,621 Woollen blankets.
55,548 Stable frocks.
52,44,632 C. F. drawers.
7,664 Domet do.
5,686 Pegged Bootees,
pairs.
55,125 Hand-sewed Bootees, pairs.
52,74 Full. hats, untrimmed.

86,860 H a n d - a e w e d Boots, pairs. 21,835 Pegg e d Boots, pairs. 22,964 Great Coats, horne. 18,488 Jackets, Cav., pri-18,468 Jackers, Vates, 8,285 Unif. coats, Infe, do, 2,659 Do. do. Art., do, 277,413 Hat cords, Inft, 450 do. Hospi-105,992 Do. do, foot, 25,418 Grey Flannel shirts. 69,019 Domet shirts. 134 Unif. coats, Art. Musicians Musicians. 824 Jackets, Cav. do. 262 Unif. coats, Engi-460 do. Hospi-tal Stewards. 144 Eagles for Lt, Art,

202 timers.

26 do. do. Ordnanca
216 do. do. Art. Music.
881 do. do. Inft. do.
10,000 Mosquito bars.
228,725 K napsacks. oaps.

8 Talips, do, do,
227,112 Hat Eagles,
7,426 do, castles,
4,622 Shells and flames,
50,815 Crossed sabres. 3,559 do. straps, sets. 100,201 Haversacks, 42,668 do. cannon, 277 148 Hat bugles, 8,797 do. cords, Cavpainted, 286 do. unpainted, 282,511 Canteens, 236 do. unpainted. 232,511 Canteens, 80,197 do, do. Artillery, 4.235 Cotton overalls, 1,349,158 Hat Numbers. 1,252,694 do. letters, 88 do. Cord and Tas-

sels,
439 Hosp. Stewards
Cap Wreaths,
23 Knit Drawers.
100 Unif. Coats, Inft., 19,499 do. Feathers. 1,022 Do. Bugles, Non. 1,060 Brass Scales, N. C. S., pairs, 4,595% Brass Scales, Ser-Boys.

425 Trowsers, foot, B's.
104 Pairs Bootees, do.
100 Shirts, Flannel, do.
759 Grey Blue Great
Coats, foot. geants, pairs, 160 Scale Buttons, prs. 434 Hosp. Stewards Letters U. 7 Hosp, Ster Letters S. Stewards Coats, foot.
74 Trowsers, foot.
125 Trowsers, foot,
Grey Blue.
17 Talmas and Hoods
150 Unif. Coats, Art.,
Kersey.
14 Turbans, Zouave.
963 Wall Tent Poles,
sets. Scale slides, pairs. Cap Covers. Fifes, Rings for Lt. Art.

Caps, pairs.
Caps, pairs.
Red Hair Plumes,
Pickaxes.
do. handles.
Axes, fe'llog.
do. handles,
do. slings.
Haichets.
do. handles.
do. handles.
Shovels.

NEW QUARTERMASTER STORES.

DEPOT QUARTERMASTER'S OFFICE,
Washington, D. C., October 14, 1887.
Will be sold on THURSDAY, October 24, at Lincoln
Depot, under the direction of Brevet Colonel A. P.
Blunt, A.Q. M.:—
50 Horses 250 Army Wagons, worn. 56 Horses.
50 Mules.
50 Mules.
Several of these spring wagons of very superior finish, together with a lot of entirely new Quartermaster Stores, consisting in part of—
1500 Anny Wagons, worn, 100 Spring wagons of very superior finish, together with a lot of entirely new Quartermaster Stores, consisting in part of—
1500 Anny Wagons, worn, 100 Spring wagons of very superior finish, together with a lot of entirely new Quartermaster of the part of entirely new Quartermaster of the part of entirely new Quartermaster ness, 200 Office Deaks, 47 Office Stools, 16 Caldrons, 200 Bunks, 200 Watering Bridles,

with a large lot of Horse Medicines, such as—
10 les. Alocs. 100 gallons Alcohol.
100 les. Calomel. 100 les. Assancetida.
100 les. Espaon Balts. 100 les. Sugar Lead.
100 bottles Mustang Liniment, etc.
Sale to commence at 10 A. M.
Terms:—Cash, in Government funds.
Attention is called to the very superior lot of Mules fered at this sale.
Catalogues of sale can be had on application,
Goods must be removed within ten days from the ty of sale.
By order of the Quartermant.

day of sale.

By order of the Quartermaster-General,

3, C. Mofferran,

Deputy Quartermaster-General,

Brevet Brigadler-General U.S. Army,

LARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE St. LOUIS, Misson October 10,3

Will be sold at Public Auction, at the Depotof Army Clothing and Equipage, No. 919 N. Main street, St. Louis, on the 28th day of October Instant, commencing at 11 o'clock A. M., the following articles of Army Clothing and Equipage, viz.:-

27,500 WOOLLEN BLANKETS.

tion, and offer great inducements to dealers. A small quantity of damaged property will be sold at the same time and place. Samples of all may be Terms—Cash in Government funds, ten per cent, down; the balance before the goods are taken from the Depot, which must be within five days after the sale, under forfeiture of the purchase and the ten per cent, deposited.

By order of the Quartermaster-General, JOHN F. RODGERS, Captain and Military Storekeeper, U. S. A.

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To No. 134 DOCK Street, PHILADELPHIA. 112

W I L L I A M S. G R A N T COM MISSION MERCHANT, No. 33 S. DELAWARE Avenue, Philadelphia, "Rosamond" was her first serious attempt at Shakespeare in Lendon. Her training had not been of the best quality; her Irish birth Bolts, and Rails.

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91
No. 140 N. DELLAWARE Avenu

SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1215 tons, Captain P. F. Hoxie,
STAR OF THE UNION, 1075 tons, Capt. T. N. Cooksey,
The JUNIATA will leave for New Orleans on Saturday, October 19, at 8 o'clock A, M., from Pier 18, TAB OF THE UNION, will leave New Or-The STAR OF THE CANON, will leave to the port of the port October 18.

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

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TONAWANDA, 550 tons, Captain Wm. Jennings. WYOMING, 850 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday. October 19, at 8 o'clock A. M., from Pier 18 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad, WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammeil. 411

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Thursday, October 17, at a o'clock P. M., from Pier 18 South Wharves.
Bills of lading signed at through and reduced rates to all principal points in North Carolina.
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WILLIAM L. JAMES, General Agent,
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IRELAND, SCOTLAND, AND WALES,
For particulars apply to For particulars apply to TAPSCOTTS, BROTHERS & CO. No. 36 SOUTH Street, and No. 28 BROADWAY, I 1 Or to THOS, T. BEARLE, No. 217 WALNUT

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

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Express Steamboat Company Steam Propellers
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FOR NEW YORK, SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Haritan Canal, on and after the 15th of
March, leaving daily at 12 M, and 5 P. M., connecting
with all Northern and Eastern lines.
For freight, which will be taken on accommodating

NOTICE TO HAVANA SHITTERS.

Shippers in the Cuba trade are hereby notined that the steamers of this libe will be reafter touch regularly at Havana, both going and returning, and will sail promptly as advertised.

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Philadelphia and Southern Mall Steamship Co., 10 13 17 No. 314 South DELAWARE Avenue. NOTICE TO HAVANA SHIPPERS.

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SINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
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Captainsor Agents, Ship-Carpenters, and Machinists
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Having the agency for the sale of "Wetterstedt's
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the preservation of vessels hottoms, for this city. I am
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and bottoms of ships, etc., from works, ends of posts
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from corroding and decay, this Paint stands unequalled. For sale in caus or casks, ready for use at
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10 3 lm

RAILROAD LINES.

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PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
FALL ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, September 30, 1897.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, at the following hourse.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHIEL Streets. Philadelphia, at the following hours:

At 7:30 A. M., for Reading and intermediate Stationa, Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M. MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Bochester, Niagara Falls, Ruffalo, Allentown, Wilkesbarra, Pittston, York, Carllale, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Rairoad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuyikill and Susquehanna Ifains for Northumberland, Williamsport, York, Chambersburg, Pinegrovs, etc.

AFTERNOON EXPRESS

beriand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 2:30 P. M., for Reading
Potaville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Potatown at 6:45 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 9:05 A. M.,
Returning, leaves Philadelphia at 5:30 P.M.; arrives
in Potatown at 8:00 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way
stations, arriving at Philadelphia at 1:015 A. M.

Reduring, leaves Philadelphia at 1:015 A. M.

Reduring, arriving at Philadelphia at 3:00 P. M.; arrives
n Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Potaville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M., Afternoon trains leave Harrisburg
at 2:10 P. M., Potaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:15 A. M., and Harrisburg at
4:10 P. M. Connecting at Reading with Marrispone

HARRIBBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at
4:16 P. M. Connecting at Reading with Afternoon
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 for Pottsville and all way
stations. Leaves Pottsvilleat 7:05 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted,
Sunday trains leave Pottsville at 8:50 A. M., and
Philadelphia at 8:17 P. M. Leave Philadelphia for
Reading at 8:00 A. M., returning from Reading at 4:22
P. M.
CHESTER VALLEY BAILROAD.

P.M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00-P. M. trains from Philadelphia, returning from Downing town at 5:10 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 5 P. M. passing Reading at 1:50 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitzsburg, Chicago. Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pitzsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:90 and 5:30 P. M. Sleepinglears accompany these trains through between Jersey City and Pitzsburg, without change.

A mail train for New York leaves Harrisburg at 2:11 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILBOAD. CHESTER VALLEY RAILROAD.

P. M. Mail train at 12 M. BCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 7 and 11:30 A. M., and 7 H. P. M., returning from Tamaqua at 7:35 A. M. and 1.8

P. M., returning from Tamaqua at 7:25 A. M., and 7:16 P. M., returning from Tamaqua at 7:25 A. M. and 1:48 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 7:80 A. M., for Pinegrove and Harrisburg, and 1:50 P. M., for Pinegrove and Tremont, returning from Harrisburg at 2:20 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M., and from Tremont at 7:25 P. M., and from Piniadelphia, and Reading and Intermediate stations, by Reading and Pottatown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS

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

Good for 2000 miles between all points, \$22:50 each for families and firms.

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For unrec, six, history and the read will be furnished cards entitling themselves and wives to tickets at half fare.

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EXCURSION TICKETS

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MAILS

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.

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1867, WINTER TIME, TAKING EFFECT OCT. 13, 1807. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

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

and at the Depot.

Agents of the Union Transfer Company will call for and celliver baggage at the Depot. Orders left at No. 201 Cheanut street, or No. 1 South Eleventh street, will

receive attention.
TRAINS LEAVE DEPOT, VIZ :-

PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE.

Through and direct route between Philadelphia,
Baitimore, Harrisburg, Williamspori, and the Great
oil Region of Pennsylvania.

ELEGANT SILEEPING CARS on all Night Traina.
On and after MONDAY, October 14, 1867, the trains
on the Philadelphia and Eric Baitroad will run as

on the Finiatelphia and the follows:

Mail Train leaves Philadelphia...

" leaves Williamsport...

Eric Express leaves Philadelphia...

" arrives at Eric...

Fimira Mail leaves Philadelphia...

" arrives at Linck Haven.

Eastward...

Mail Train leaves Eric...

" leaves Williamsport...

" leaves Williamsport...

" arrives at Philadelphia...

" leaves Williamsport...

" arrives at Philadelphia...

Eric Express leaves Eric... " arrives at Philadelphia 8-55 A. M.
Erie Express leaves Eric 425 P. M.
leaves Williamsport 8-50 A. M.
" leaves Williamsport 8-50 A. M.
Elmira Mail leaves Lock Haven 7-10 A. M.
" leaves Williamsport 8-25 A. M.
" arrives at Philadelphia 6-25 A. M.
Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12-20 M. arrive at Irvineton at 6-40 A. M. and Oil City at 2-50 A. M.
Leaving Philadelphia at 8-00 P. M., arrive at Oil City at 2-55 P. M.
All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre.

Baggage checked through.
Alf-RED L. TYLER,
General Superinlendons. RAILROAD LINES.

At 8 and 10 A. M., 1, 3'30, 5, 5, and 11'30 P. M., for Edge-water, Riverside, Riverton, and Palmyra, At 6 and 10 A. M., 1, 3'30, 6, and 11'30 P. M., for Fish Rouse. House. The I and 11:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At II A. M., 420 P. M., and 12 P. M. (night), via Kensington and Jersoy City, New York Express Lines. sington and Jersey City, New York Express Land. Fare, \$3. At 8, 10:15 and 11 A. M., 2:20, 3:20, 4:30, 5, and 12 P. M., for Trenten and Bristol. At 8 and 10:15 A. M., 2:20, 5, and 12 P. M., for Morris-At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for At sand 10°15 A. M., 2°30, 4°30, 5. and 12 P. M., 10°15 Schencks.

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, Torrendale, Holmesburg, Tacony, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.,
for Holmesburg and Intermediate stations,
BELVIDERE DELAWARE RAILKOAD LINES,
At S A. M. for Niagara Falls, Huffalo, Dunkirk,
Canandalgua, Elmira, Ithaca, Owego, Rochester,
Binghamton, Oswego, Syracuse, Great Bend, Montroile, Wilkesbarre, Scranton, Stroudsburg, Water Gap,
stc. etc.

stc. etc.
At 8 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, Bethiehem, etc. At 5 P. M. for Lambertville and intermediate Sta Lines from West Philadelphia Depot, via Connect-Ing Railway, will leave as follows:—
At 250 A. M., and 150 and 650 P. M. Washington and
New York Express Lines, via Jersey City, Fare, \$1 25.
The 650 P. M. Line will run daily. All others, October 7, 1887. WM. H. GATZMER, Agent,

October 7, 1867, WM. H. GATZMER, Agent,

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILEOAD.

TIME TABLE.

Commencing MONDAY, September 30, 1867, Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at \$30 A. M. (Sundays excepted, for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baitimore and Washington.

Express Train at 25 P. M. (Sundays excepted) for Baitimore and Washington, stopping at Chester, Thus, low, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11*00 P. M. (daily) for Baitimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Cristicid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11-00 P. M., Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 120, 420, 506, and 1120 (Mally) P. M. Train, connects the

Wilmington.
Leave Philadelphia at 130, 430, 600, and 1130 (daily) P. M. The 430 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 600 P. M. Train runs to New Castle.
Leave Wilmington at 7 and 8 A. M., 400, and

Leave Wilmington at 7 and 8 A. M., 400, and 600 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA
Leave Baltimore 725 A. M., Way Mail, 925 A. M.,
Express, 215 P. M., Express, 635 P. M., Express, 805 P. M., Express, 815 P. M., Express, 635 P. M., Express, 810 P. M., Express, 635 P. M., Express, 810 P. M., Express, 635 P. M., Express, 810 P. M., Express, 635 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.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where also state-rooms and berths in sleeping care can be secured during the day. Persons nurchasing tickets at this owner can knew their baggagagagagacter at their residence by the Union Transfer Company.

482 H. F. KENNEY, Superintendent,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.

On and after MONDAY, October 7, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—

Leave Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7.43 A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 610 P. M., and 1130 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street, at 625 A. M., 7.45 A. M., 840 and 1045 A. M., 125 P. M., 450 and 655 P. M.
Trains leaving West Chester at 8:00 A. M., and leaving Philadelphia 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 7.45 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

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 departure.

The Chesput and Wainut Street cars connect with

street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

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 depot.

Leave Philadelphia at \$30 A. M. and 2 P. M.
Leave West Chester at 755 A. M. and 4 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 leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 735 A. M. and 436 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 bagginge, 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 same.

HENRY WOOD,
HENRY WOOD,
HENRY WOOD,
HENRY WOOD,
HENRY WOOD,

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILBOAD.

WEST JERSEY RAILROAD LINES, FROM WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, September 17, 1867.
For Bridgeton, Salem Vineland, Millville, and intermediate stations, 800 A. M., and 330 P. M.
For Cape May 330 P. M.
For Woodbury at 800 A. M., and 330 and 800 P. M.
Freight Train leaves Camden at 12 M. (noon) dally, Freight will be received at Second Covered Wharf below Walnut street, from 700 A. M. until 500 P. M.
Freight received before 900 A. M. will go forward the same day.
Freight Delivery, No. 225 S. DELAWARE Avenue, 72 M. WILLIAM J. SEWELL, Superintendent.

UNITED STATES REVENUE STAMPS,—
Principal Depot. No. 304 CHESNUT Street.
Central Depot. No. 163 S. FIFTH Street, one door below
Chesnut. Established 1862.

Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.
United States Notes. Drafts on Philadelphia or New York, or current funds received in payment.
Particular attention paid to small orders.
The decisions of the Commission can be consulted.
and any information regarding the law cheerfully given

RAILROAD LINES.

ORTH PENNSYLVANIA RAILROAD,—
THE MIDDLE ROUTE—Shortest and most direct route to Bethlehem, Asentows, Masch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahanoy City; Mount Carmel, Pittston, Scranton, and all points in the Lebigh, Mabanoy, and Wyoming coal regions.

Passenger Deput in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

BEMMER AHRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1997, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—At 7.46 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Liehigh valley Hallroad, connecting at Bethlehem with Liehigh, Valley Hallroad, connecting at Bethlehem with Liehigh, Valley Hallroad, weatherly, Jeansville, Hazeiton, White Haven, Wilkenbarre, Pitston, Scranton, and all points in Lealigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Hallroad, for Mahanoy City, and with Statawissa Railroad, for Mahanoy City, and with Statawissa Railroad, for Mahanoy City, and with Statawissa Railroad, for Rupert, Dasville, Milton, and Williamsport. Arrive at Mauch Chunk at 1205 A. M.; at Wilkenbarre at S. P. M.; at Maehanoy City at 2. P. M.; at Scranton at 405 P. M., Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1135 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, stop-ling at all intermediates meeting and points on New Jersey Central Railroad and line train and line for Doylestown, stop-ling at all intermediates meeting for the form of the points at all the property and points on New Jersey Central Railroad and line for the points. and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, slopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10-12 A. M.—Accommodation for Fort Washington, stopping at latermediate stations.

At 1-30 P. M.—Express for Bethlebem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shepandoah, Mount Carnael, Pittston, Scranton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take this train to Quakertown.

At 2-46 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales for Sunneytown.

At 4 P. M.—Accommodation for Doylestown, stopstage at Doylestown for New Hope; at North Wales for Sumneytown.

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°38 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6°30 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11'38 P. M.—Accommodation for Fort Washington.

ping at all intermediate stations.

At 11:38 P. M.—Accommodation for Fort Wash; ington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 2:15 A. M., 2:05 and 8:50 P. M.,

2:05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hasiston. Passengers leaving Easton at 11:20 A. M., arrive in Philadelphia at 2:05 P. M.,

Fassengers leave Wilkesbarre at 1:30 P. M., connect at Bethiehem at 6:15 P. M., and arrive in Philadelphia 1:0 P. M., and arrive in Philadelphia 1:0 P. M., and S. M., 5:10 P. M., and 8:0 P. M.,

From Doylestown at 3:25 A. M., 5:10 P. M., and 8:0 P. M.

From Fort Washington at 1:30 A. M., and 3:05 P. M.

Philadelphia for Bethiehem at 9:30 A. M.

Philadelphia for Doylestown at 2:45 P. M.

Doylestown to Philadelphia at 7:30 A. M.

Bethiehem to Philadelphia at 7:30 A. M.

Bethiehem to Philadelphia at 7:30 A. M.

Bethiehem to Second and Therd Streets line and Union line run within a short distance of the Depot, Tickets must be procured 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,

112

No. 105 S. FIFTH Street.

THAL RAILROAD,—Summer Agrangements]
On and aiter SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 715 A. M. and 439 P.M.
Leave Rising Sun at 5 15 and Oxford at 606 A. M.2 and leave Oxford at 225 P. M.

A Masket Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising San at 1115 A. M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Chestef Junction with a Train for Philadelphia, On Wednesdays and Saturdays trains leave Philadelphia at 230 P. M., run log through to Oxford.

The Train leaving Philadelphia at 715 A. M. commects at Oxford with a daily line of Stages for Feach Bottom, 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 responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINE AND THEORETICAL ENGINEERS MACHINISTS, BOILER MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, water Tanks, Propellers, etc., etc. respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fins, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinder Iron and Brass Castings of all descriptions; Rolf Turning, Screw Outling, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for antied.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, fails, etc., etc., for raising heavy or light weights.

JACOB C, NEAPIR:

JOHN P, LEVY.

BEACH and PALMER Streets.

JAY, UGHAN MERRICK, WILLIAM H. MERRICE

JAV. UGHAN MERRICK. WILLIAM H. MERRICK.

JOHN E. COPPE.

SOUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets,
PHILADELPHIA.

ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Beats, etc.
Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops, and
Raliroad Stations, etc. Railroad Stations, etc. Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.
Sole Agenta for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centringal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS)
NO. 65 N. FRONT STREET,
PHILADRIPHIA.
We are prepared to fill orders to any extent for our

well-known MILLS.

Including all recent improvements in Carding, Spinj ning, and Weaving.

We invite the attention of manufacturers to our expensive worse.

ALFRED JENES & SOR;

TEAM ENGINE MANUFACTURED BY Inch diameter by 48 inch stroke-about one hundred and ten horse power. Apply to and ten horse power. Apply to W. B. LE VAN, Cor. of WOOD and TWENTY-FOURTH Sta., Phila.

FITLER, WEAVER & CO., MANUFACTURERS OF Man Ila and Tarred Cordage, Cords

Twines Etc. No. 28 North WATER Street, and No. 22 North DELAWARE Avenue; PHILADELPHA. MICHAEL WEAVER; CONHAD F CLOTHIES. 216

GERLACH & KLING IMPORTERS OF HOCK WINES,

A first-class Restaurant is connected with the Wholesale and Retail Wine House, where patrons may obtain en accommodating terms, every delicacy the market affords. Patronage solicited. CAUTION. — ALL PERSONS ARE CAUtioned against purchasing or negotiating Octtificates of Deposit No. 179 for \$625, and No. 180 for
\$598.34, issued by the
FIDELITY INSURANCE TRUST AND SAFE DEFIDELITY INSURANCE TRUST AND SAFE DEPosit To C. H. WADSWORTH,
Parties to whom the same may be offered are toquested to give notice at the Company's Office.

9.24 if

COTTON AND FLAX.

BAIL DUCK AND CANVAS,

Of all numbers and brands:

Tent, Awping, Trunk, and Wagon Cover Duck

Tent, Awping, Trunk, and Wagon Cover Duck

Also, Paper Manufacturers' Drier Felts, fram one,

Also, Paper Manufacturers, Belting, Sall Twine, etc.

several feet wide: Pauling, Belting, Sall Twine, etc.

Several feet wide: Pauling, Belting, Sall Twine, etc.

Several feet wide: Pauling, Belting, Sall Twine, etc.