THE CRAFT AMONG THE ROCKS, I THE BOOTS-A RHAPSODY.

You may talk of your Lurlines and mermaids and that, But did they wear boots or a coquettish hat Or did they wear lace or a transparent fall. With the tip of the nose hardly showing at all? Or aid they play be-peep with you all the

while, Contriving to show you the mouth had a smile ?

I stood beside the rolling, restless sea, And my friend Smith stood smoking close by

The ocean's foam rolled playfully away (Venus was born of the same foam, they say)-Enough, my fate was sealed that very day. Tripping on the golden sands, a footstep light Struck on my ear, and she burst on my sight; Smith saw her too, and pocketed his pipe, And gave his long moustache a smoothening

I wished him safe aboard his ten-ton yacht-She'd such a foot,

And then her boot, Built like a Hessian with a silken knot! Not black and polished, but of creamy hus-When I said boot, of course I meant she'd

With instep arched, just like the Bridge of Sighs,

And two such heels, to give a little rise; But they were nothing to her coal-black eyes, That gave the look that quite electrifies. She stood upon a little pedestal of rock, And screamed out little screams at every shock:

The tide was rising, and each tiny wave Rushed round her feet, so playfully to lave And kiss the boots that held those pretty feet,

Then, quite abashed, they beat a quick retreat. At last a swell much bigger than the rest,

More impudent, in fact, now onward pressed. She fled! but still the swell kept pressing on, I thought my love and both her boots were Smith stood aghast, but I, with frantic cry,

Seized her at once, and bore her high and dry! Her ma, who had been dozing in the sun, Woke up and asked what she had been and

done? \* \* \* \* We saw them home. Smith took the good parent,

Whilst I with Miss walked far behind content: And then, good sirs, why need I tell you more? Each morn beheld me knocking at the door With flowers or music or some poor excuse, That with my time and heart just played the dence.

At last all things went on the usual way, And ended in "love, honor, and obey; Which did of course produce the usual fruits-I have the lady and-I buy the boots! MORAL.

The moral is, that victim man, If he just only knew it: Ah, if he did-why then, of course, He'd never go and do it. ALFRED CROWQUILL.

THE INDIAN COMMISSION.

The Grand Council-Important Speeches of Principal Chiefs-Reply of Senator Henderson-Peace Declared with the Kiowas and Comanches-Second Day. MEDICINE LODGE CASER, Sunday, Oct. 20, 1867. -The grand council opened yesterday, and continued through the day, during which many speeches of a very interesting nature to the In-

lians and the public were uttered. SECOND DAY'S PROCEEDINGS. Precisely at the time appointed, the chiefs and the Commissioners met again in council to decide upon their future standing with each other. Parry, wa't-sah-mer, or Ten Ben the Comancnes. Satunta represented the Kiowas. Before the pow-wow was commenced, Osage chiefs, under the leadership of Osage chiefs, under the leadership of Little Bear, made their appearance on the council ground. According to Little Bear, it seems that Superintendent Murphy had invited bim and his brother chiefs to visit the Commissioners, and, contrary to Agent Snow's express wishes, they came. They had travelled a long distance, and were utterly exhausted. Famine had well nigh stared them in the face; their horses were lame from the excessive marching. Little Bear, after introducing Twelve O'clock, the head peace man of White Hair's council, said that to-morrow they would talk further upon the subject, but to-day he would lie down and eat. With the permission of the Commis-

sioners. Superintendent Murphy took them in charge to assign them quarters. They were the most singular looking Indians I ever saw. Of very large frame, they towered above all the rest, and were conspicuous from their peculiar dress. A narrow comb of hair ran the length of the head, tapering in the inevitable scalp-loop.

A few of them had their heads covered in cromson cloth, while their forms were clad in dirty greyish blankets. It is possible they may have something of importance to relate concerning

the agency of Snow, as many a hint has leaked out that all was not correct in that quarter. However, I may best learn what it is to-morrow. After the departure of the Osage Chief from the council ground the business of the day pro-Ten Bears rose up, and after a mysterious

shaking of the hand peculiar to the Comanche Chief, informed the Commissioners that his people had not troubled the white man at all but that two years ago the soldiers had fired on his young men, and war had been the result. Since then, though, peace had been made, which had been literally kept on their part. He also said that his people did not want any Medi-cine lodges; they had been trained up since they were children in the way of the Indian, and he did not want it any other way. He, for one expected to die an Indian. He hoped the Commissioners would not insist on their settlem upon reservations, as it was distasteful to them. His people wished to roam over the prairie. the Texans could be kept from their country, then they might settle down upon a reservation. But he would try to keep the paths clear and

Satanta then got up and said that all he had to say was to enjoin upon the Commissioners to distribute the goods faithfully to each man; also that the Kiowas and Comanches needed two agents, one for each tribe; that there were so many hearts that it required two agents. He wished John Tappan in place of Leavenworth. (Tappan is a settler at Larned and cousin of the

Commissioner, S. F. Tappan.) Senator Henderson then replied as follows:-

Senator Henderson then replied as follows:—
"To our Klowa and Comanche triends, who sonke to us on yesterday through their Chief, Satanta. Ten Bears, and Toochaway, the Commissioners say they have listened to your words and have considered them weil. We are giad to hear you express confidence in us, and to be assured that you will follow the good road we shall give you. We will not a hase that conddence. What we say to you may at first be unpleasant, ust if you follow our advice it will bring you good, and you will so in be happy.
"Torough your great, Chief, Satania, you say you desire to hold this country south of the Arkaness river, By your treaty of the Little Arkaness, two years ago, you received into your country here the Cheyennes. Arrishoes, and Apaches. We agreed you might cortinge to host up to the Arkaness river. We are still withing to stand by that treaty. You say you do not like the Medicine houses of the whites, but you fall withing to stand by that treaty. You say you do not like the Medicine houses of the whites, but you fall withing to stand by that treaty. You say you do not like the Medicine houses of the whites, but you have the buffaloes and the chase, and that you wish to do as your fathers did. We say to you that the buffalow will not last forever. They are now becoming few, sud you must know it. When that day comes the Indian must change the road his failur trod, or he must suffer and probably die. We tell you that to chase swill make you better. We wish you to live, and we will now offer you the way.

"The whites a resoluting up all the good lands. They have come to the Arkaness river. When they none they drive out the burnels. If you oppose them, warmous come. They are many and you are lew, You may kill some of them, but others will cume and take their places. And finally many of the red man will have been killed, and the rest will have no homes,

We are your best friends, and now before all the good lands are taken by whites, we wish to set aside a part of them for your exclusive homes. On that home we will build you a house to hold the goods we send you, and when you become hungry and naked, you can go there and be fed and cothed. On that home we will send you a physician, to live with you, and heal your wounds, and take care of you when you are sick.

heal your wounds, and take care of you when you are alck.

"There we will send you s blacksmith to shoe your ponies, so that they will not go lame. We will send you a farmer to show your people how to grow corn and wheat, and we will send you a mill to make for you meal and flour. Every year we will send to the warehouse a suit of clothing for each of your men, women, and children, so they shall not suffer from cold. We do not ask you to cease hunting the buffalo. You may roam over the broad plains south of the Arkansas river, and hant the buffalo as you have done in years past; but you must have a place to call your own, You must have a house where we can send your own, You must have a house where we can send your good, and where you good, and where you may bury your dead and have your Mcdlome lodges. We propose to make that home on the Red river and around the Wachla Monutains, and we have prepared papers for that purpose. To morrow morning, at a clock, we want your chile's and head men to visit us at our camp and sign the treaty."

There but remains to sign the papers and dis-tribute the goods, and the Kiowas and Comau-ches are at peace.—N. Y. Times,

Revelations About Port Wine, Sturdy John Bull, who loves his glass of port wine at dinner, was lately shocked by certain unpleasant revelations from Mr. Lytton, the British Secretary of Legation at Lasbon, who gave a detailed account of the adulterations to which that liquor is subjected. A second report on the same subject makes the case still more unpleasant; for Mr. Lytton says that "all port wine hitherto exporied for the English market is largely mixed with brandy, and is composed almost quite as much of elderberries as of arapes." The truth seems to be that brandy is largely used, and elderberries are used to the extent requisite for giving the desired color, bu not to the extent of considerably increasing the quantity of wine. The report goes on to state that the elderbearies are dried in the san or in kilns. The wine is thrown on them, and the berries are trodden till the coloring matter is extracted from them. Brandy is then added in a proportion which varies according to the quality of the wine. "This is the composition of all the port wine hitherto drunk in England." No pure wine, no wine not thus specially adulterated for the English taste, was allowed by the Government committee of tasters to pass the bar of the Douro for export to England before the year 1865. This system was in that year abolished. The trade is now perfectly tree, and there is no reason why pure wine should not be exported. An English paper offers a suggestion which is somewhat comical:—"The truth pro-bably is that port is naturally a strong wine, and the best vintages are the strongest. The product of particular years which is affectionately preserved and revereally consumed in England, did contain an unusually large pro-portion of what we call 'bedy,' which appears to mean spirit and color; and the standard of per fection having been thus fixed by an extraord nary effort of nature, the growers have deemed it their duty to keep nature as near to this standard as possible by the aid of art."

Presidential Figuring.

The Chicago Tribune sets down the following neretolore Democratic States as certain to go for Grant or Chase next year by the following outh Carolina..... Tennessee .... Mississippl. North Carolina..... 

## GOVERNMENT SALES.

SALE OF METALS, NEW QUARTERMASSIER STORES, AND LUMBER.

DEPOT QUARTERMASTER'S OFFICE

WASHINGTON, D. C., Oct. 25, 1897.]

Will be seld at public auction, on MONDAY, November 11, at Lincoln Depot, under the direction of Brevet Coionel A. P. BLUNT A. Q. M.:—

80 HORSES and 50 MULES, more or less.

80 ARMY WAGONS, worn.

7 SPINING do. do.

Several of these Spring Wagons are of very superior fluish.

The Mules offered are a very be attention of purchasels. After which the following Metals and Quartermaster Stores, entirely new, to wit:—
1,150,000 ibs. fron. 10,000 ibs. Steel, assorted, 1,150,000 ibs. Ton. 10,000 "Chains, do. The Mules offered are a very select lot, well worthy

1.000 lbs. Iron,
1.000 " Copper,
1.000 " Copper bottoms,
1.000 lbs. Lead,
1.000 lbs. Icon
1.000 lbs. Ico

Fire Brick, etc. etc.
Also, the following Wagonmakers' Lumber:—
5,000 feet 1/s - inch Oak 5,000 feet 5-inch Oak
Plank.

\$ 100 feet 2/s - inch do, do, 3,000 feet 4-inch Hickory
7,000 feet 2/s - inch do, do, 12,000 feet Plank, assorted
10,000 feet 4-inch do, do, sizes.
Saie to commence at 10 A. M., and continue from
thay to day until all are sold.
Horses, Mulcs, and Wagons will be sold singly; other
articles in lots.

ricles in lots

The Metals will be delivered to purchasers at Sixth treet wharf, or at railroad depot.

Catalogues of sale can be had on application.

Terms—Cash, in Government tands.

By order of the Quartermaster-General, J. C. McFERRAN, Deputy Quartermaster-General, 16 28 12t Brevet Brigadier- Gen. U. S. Army.

FIRE AND BURGLAR PROOFSAFES

C. L. MAISER.

MANUFACTURES OF THE AND BURGLAR-PROOF SAFES. LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 484 BACE STREET,

A LARGE ASSORTMENT OF FIRE A LARGE ASSORTMENT OF FIRE and Burglar-proofSAFES on band, with Inside toors, Dwelling-house Safes, free from dampness Prices low.

6. HANSENFORDER,

8.5

## LEGAL NOTICES.

DISTRICT COURT, FI. FA., J., 67, 445.—
JUHN M. SMITH VS. ROBERT HARGRAVE,
W. T. SHIPLEY, L. C. PRENCH, and T. G. KUION Y, lately trading as HARGRAVE & CO.
The Auditor appointed by the Court to distribute
the fund arising from the sale of the personal property
of the above named defendants under the above and
ther writs of execution, will neet the parties intercated on the 7th day of November, A. D. 186, at 4
octock P. M., at his Office, No. 485 N. THIRD Street,
Philadelphia, THOMAS K. FINLETTER,
10 23 101.

IN THE ORPHANS' COURT FOR THE CITY
AND COUNTY OF PHILADELPHIA,
Estate of JACOB CRAMP, deceased.
The petition of BARBARY CRAMP, widow of said
desident, with invastory and appealsment of property elected to be retained by her, under the act of
April 4. 1851, and its applements, has been flied,
and will be approved by the Court on SATU CDAY.
November 2, 1867, unless exceptions be filed thereto,
10 24th2ts
Attorney for Petitionor.

TOTICE. - IN THE MATTER OF THE OTICE. — IN THE MATTER OF THE PHILADELPHIA STEAM PUMP AND TOW-ING COMPANY.

Notice is hereby given that the report of the Auditor appointed by the Court of Common Pleas for the City and County of Philadelphia, to report upon the petition to dissolve the said corporation, and to settle is affairs, was filed in the said cours on the 19th day of October, A. D. 1807, and unless exceptions are filed have to before the 19th day of November, A. D. 1807, and unless exceptions are filed have to before the 19th day of November, A. D. 1807, and unless exceptions are filed have to before the 19th day of November, A. D. 1807, and unless exceptions are filed have to before the 19th day of November, A. D. 1807, and unless exceptions are filed have to before the 19th day of November, A. D. 1807, and unless exceptions are filed have to be for the said course.

By order of the Court.

T. O. WEBB, 10 24 ths 8t

DRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned and disinfected at very low prices.

A. PEYSON,

Manufacturer of Poudretto,
III GOLDSMITH'S HALL, LIBRARY Street

SHIPPING

STEAM TO LIVERPOOL-CALL

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1215 tons, Captain F. F. Hoxis STAR OF THE UNION, 1959 tons, Capt. T. N. Cocksey, The THE STAR OF THE UNION will leave for New Orleans an assibrday, November 2, at 8 o'clock A. M., from Pier 18, South Wharves, The JUNIATA will leave New Orleans for this tor November 2. or November 2.
Through bils of lading signed for freight to Mobile.
Salveston, Natcher, Vicksburg, siemphis, Nashvillg Cairo, St. Louis, Louisville, and Chichman.
Agents at New Orieans, Crewy, Nickerson & Co.,
WILLIAM L. JAMES, General Agent,
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No. 314 S. Delaware avenue.

THE PHILLABELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE FOR SAVANAH, GA.

TONAWANDA, SE IODB, CARLEIN WILL JAMES, WYOMING, SE IODB, CARLEIN WILL JAMES, GOLDER & SIL, ITCH PIET IS SOUTH WHATEVER.

Through passage tickets sold, and freight taken for all points in connection with the Georgia Ucntral Ball Fond. WILLIAM L. JAMES, General Agent, OHAS, E. DILKEN, Fright Agent, OHAS, E. DILKEN, Fright Agent, Agents at Savanuah, Hunter & Gammell.

PANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PION RER. SIZ tons, Captain J. Reguett, will leave for the above port on Thursday, Odiober II, at 5 o'clock P. M., from Pier 18 South Wharves.
Buts of ladius stemed at through and sedeman Bills of lading signed at through and reduced rates

bils of lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilmington, Worth & Daniel.

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SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL 

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AND NORFOLK STEAMSHIP LINE,
THROUGH AIR LINE TO THE SOUTH
AND WEST
THROUGH RECAIPTS 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, Peters
burg, South-side Railroad, and Richmond and Danville Lullroad.

ville lialifood.

The regularity, safety and cheapness of this routs commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

No charge for commission, drayage, or any expense of transfer.
Sicamahips insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
W. P. PORTER, Agent at Richmond and City Point. Point. T. P. CROWELL & CO., Agents at Norfolk. 61

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
HELAND, SCOTLAND, AND WALES,
FOR PARTICULARS APPLYOR
NO. SESOUTH STEEL, BROTHERS & CO.,
NO. SESOUTH STEEL, BROTHERS & CO.,
11 Orto THOS. T. SEARLE, NO. 217 WALNUT

NEW ENFRESS LINE To Alexandria, Georgetown, and Washington D. C., via Chestperke and Delaware Cansi, with connections at Alexandria from the mest direc-route for Lynchburg, Bristol, Knozville, Nazhvilla Dalton, and the Southwest. Steamers leave regularly from the first wharf above Market street.

farket street.

Freight received dally. WM. P. CLYDE & CO.

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetows.

M. ELDRIDGE & Co., Agents at Alexandria, Vz.

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OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTI
MORE, via Chesapeake and Deta Philadelphia and Baltimore Union Steamboat Company, daily at 20 clock P. M.

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

Carrying all description of Freight as low as any other line. ther fine.

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

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

For further information apply to

JOHN D. RUOFF, Agent,

5 167 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA

Express Steamboat Company Steam Propeller
leave Daily from first wharf below Market street
Through in twenty-four hours. Goods forwarded to
all points, North, East, and West, free of commission. Freight received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. 14 South Wharves.

JAMES HAND, Agent, No. 104 Wall street, New York,

SURE Transportation Company Despate and Earlian Canni, on Sid after the 15th of ware and Earlian Canni, on Sid after the 15th of with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms and by 10.

william M. Baird & CO., No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS,

The undersigned having leased the KERSINGTON SCREW DOCK, bega to inform his friends
and the patrons of the Dock that he is prepared with
orressed facilities to accommodate those having yes
els to be raised or repaired, and being a practical
imposurpenter and caulker, will give personal attenion to the vessels entrusted to him for repairs,
Captainsor Agents, Ship-Carpenters, and Machinian
maving vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstod!
Fatent 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,
Kennington Screw Dock.

C O R N E X C H A N G E JOHN T. BAILEY & CO.

N. E. corner of MARKET and WATER Streets, Philadelphia,
DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, ball, Super-Phosphate of Lime, Bone
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
[72] Also, WOOL SACKS,
JOHN T. BALLEY.
JAMES CASCADEN.

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and orands
Tent, Awning, Trunk, and Wagon Cover Duci
Also, Paper Manufacturers' Drier Felts, from one
everal feet wide: Paulong, Belting, Sall Twine, etc.
JOHN W. EVERMAN & CO.,
See 163 JONES' Alley.

W I L L I A M S, G B A N T COM MISSION MESCHANT, No E S. DELAWARE Avenue Philadelphia, AGENT FOR W. Baker & Co.'s Chocolate, C.coa, and Broma. Crecker Bros. & Co.'s Yellow Metal Sheathing Bolts, and Nails.

RAILROAD LINES.

E A D I N G R A I L R O A D.
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSGUEHANNA CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANAPAS,
FALL, ARRANGEMENT OF PASSENGER
TRAINS MONDAY, September 20, 1847.
Leaving the Company's Depot, at THIRTEENTH
Rod CALLOWHILL Streets. Philadelphia, at the foltiwing begins.—

iwing being.

MORNING ACCOMMODATION.

At 7:20 A. M., for Peading and intermedial stations.

Returning, leaves Reading at 2:30 P. M., arriving in
Philadelphia at 2:10 P. M.

send Schuy Rill and Sesquehanna trakes for Northimperiond. Williamsport, York, Chambersburg,
Finegrove, etc.,
Leaves Philiadelphia at 23 P. M., for Heading, Pottsville, Harrisburg, etc., consecting with Reading and
tolerable Railread trains for Columbia, etc.
PO-TSTOWN ACCOMMODATION
Leaves Potistown at 8 S. A. M., stopping at intermediale stations; arrives in Philiadelphia at 255 A. M.,
Returning, leaves Philiadelphia at 555 P. M.; arrives
in Poustown at 8 S. P. M.
In Poustown at 8 S. P. M., stopping at all way
sations, arriving at Philadelphia at 15 A. M.
Heaves Reading at 730 A. M., stopping at all way
sations, arriving at Philadelphia at 15 D. A. M.
Heavening, leaves Philadelphia at 250 P. M.; arrives
in Radding at 75 F. M.
Trains for Philadelphia leave Harrisburg at 810 A.
M. and Pottsville at 25 P. M.; arriving in Philadelphia at 160 P. M. Allermon trains leave Harrisburg
at 210 P. M., Pottsville at 25 P. M.; arriving in Philadelphia at 25 P. M.
HARRISBURG ACCOMMODATION.
Leaves Reading at 715 A. M., and Harrisburg at 210
P. M. Connecting at Reading with Assenson Accomodation south at 630 P. M., arriving in Philadelphia
at 210 P. M.; arriving at Philadelphia
at 210 P. M., pottsville at 250 P. M.; arriving in Philadelphia
at 210 P. M., pottsville at 250 P. M.; arriving in Philadelphia
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St940 P. M.

Market train, with passenger car attached, leaves
Thiladelphia at 1245 boon for Pottsville and all way
stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted,
Sunday trains leave Pottsville at 800 A. M., and
Poliadelphia at 515 P. M. Leave Poliadelphia for
Reading at 800 A. M., returning from Reading at 420
P. M.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 6:00 P. M. trains from Philadelchia, returning from Downingtown at 6:10 A. M. and 1:00 P. M. Philadelohia, returning from Downingtown at 6:10, A.
M. and 1:00 P. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1:00 A. M., and 1:00 and 1:00 P. M.,
passing Reading at 1:00 A. M., and 1:00 and 1:00 P. M.,
not connecting at Harr aburg with Pennsylvania and
Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Eimira, Battimore, etc.,
Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3
and 8:45 A. M., and 9 P. M., passing Reading at 4:40 and
10:30 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. Siesping care 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 leaves New York
at 12 M.

at 12 M. SCHUYLKILL VALLEY BAHLROAD,
Trains leave Pottaville at 7 and 1130 A. M., and 7 10
P. M. retirring from Tanasqua at 7 35 A. M., and 1 40

and 13 P. M.
SCHULLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 730 A. M. for Pinegrove
and Harrisburg, and 130 P. M. for Pinegrove and
Tremont returning from Harrisburg at 529 P. M.,
and from Tremont at 733 A. M. and 525 P. M.

Tickets.

Through first-class tickets and emigrant tickets to
a title principal points in the North and West and
Canada. Cauada.

Luc raion tickets from Philadelphia to Reading

A sc mion fickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Merning Accommodation. Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good city for one day, are sold at Reading and Intermediat, stations, by Reading and Potistown Accommodation trains at reduced rates.

The following lickets are obtainable only at the office of the Reading are obtained to only at the FOURTH Street. Philadelphia, or of G. A. NICOLLS, General Stylerinebdent, Reading.—

FOURTH Street. Philadelphia, or of G. A. Nicolls, General St terintendent, Reading—
COMMUTATION TICKETS

At 25 per c ent. discount, between any points desired, for families a ud firms.

MILEAGE TICKETS.

Good for 2000 miles between all points, \$12.50 each, for iamilies an 1 firms.

SEASON TICKETS.

For three, six, nine, or twelve mouths, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entiling the markets and wives to tickets at half fare.

fare.

EXCURSION TICKETS

From Philadelph a 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.

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

FREIGHT TRAINS

and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia duly at 5:39 A. M., 12:45 noon, aud 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and al. points forward.

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

4 82 DENNSYLVANIA CONTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1867,
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 stree a thirty minutes before its departure. The Chesnul and Walnut Streets
cars run within one square of the Depot.
On Sundays—The Market streets thirty minutes before its departure. The Chesnul and Walnut Streets
and Market Streets thirty-five minutes before the
departure of each train.
Sleeping Car Tickets can be hid on application at
the Ticket office. N. W. cor. Ninth and Chesnut streets,
and at the Depot.
Agents of the Union Transfer Cinpany will call for
and deliver basgage at the Depot. Orders left at No.
Sil Chesnut street, or No. I South J leventh street, will
receive attention.

TRAINS LEAVE DEP T. VIZ.:-daily, except Sunday.

The Western Accommodation Train runs daily, oxcept Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street. TRAINS ARRIVE AT DEPOT. VIZ.:-Cincinnati Express
Philadelphis Express
Paoli Accommodation, No. 1
Eric Mail
Fast Line arkesburg Train.....

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

EDWARD H. WILHAMS,
429 General Superintendent, Altoobs, Pa.

DHILADELPHIA AND ERIE RAILROAD .-

WINTER TIME TABLE.

Through and direct route between Philadelphia, saltimore, Harrisburg, Williamsport, and the Greatoli Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, October 14, 1887, the trains on the Philadelphia and Eric Railroad will run as follows:

of the Philadelphia and Eric Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia.

"leaves Williamsport.

"leaves Williamsport.

"leaves Philadelphia.

"leaves Williamsport.

"leaves Wi

BAILROAD LINES,

NORTH PENNSYLVANIA BAILROAD. THE MIDDLE BOUTE.—Shoriest and morrect route to Bethlehem, Allentown, Manch Chunk izzelton, White Haven, Wilkesburre, Mahanov City

Greet reduc to Bethlehem, Allentown, Manch Chunek, Hazekor, White Haven, Wilkerburre, Mahanoy City, Mount Carmel, Prinston, Scranton, and all points in the Lebiga, Mahanoy, and Wyoming coal regions. Persenger Depot in Philadelphia, N. W. corner of RERRS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAIL: TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American airceas, duly (Sundays excepted), as follows:

A174 A. M.—Moroing Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lebigh Valley Railroad for Allentown, Catasanqua, Statington, Manch Chune, Wilkisbarre, Pitston, Scranton, and all points in Lebigh and Waming valleys also, in connection with Lebigh and Mahanoy Railroad, for Mananoy City, and with Catawissa Railroad, for Mananoy City, and with Catawissa Railroad, for Rupert, Danwille, Milton and Willamsport, Arrive at Mauch Chunk at 1205 A, M., at Wilkesbarre at 8 P, M. at Mahanoy City at 2 P, M., at Seranton at 405 P, M. Passengers by this train can take the Lebigh Valley train, passing Buthlehem at 1:55 P, M., for Easton, at 16 points on New Jersey Central Railroad to New York.

A16 45 A.M.—Accommodation for Doylestown, stopork, At 8 45 A.M. - Accommodation for Doylestown, stop-

At 8-45 A.M.—Accommodation for Doylestown, stopning at all intermediate stations. Passengers for Willow Grove, Hathero, and Hartwille, by this irain, take the stage at Old York road.

At 10-75 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 10-75 A. M.—Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Mahanoy Lity, Cestiraila, Shennadosh, Mount Carmel, Pluston, Scrauton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2-12 F.M.—Accommodation for Doylestown, stopping at all intermediate stations, Parsengers take stage at Boylestown for New Hope; at North Wales for Sumbeysows.

a somney sown.
At 4 P. M. - Accommodation for Doylestown, stop-At 4 P. M.—Accommodation for Doylestown, stop-ples at all intermediate stations. Passengers for Willow Grove, Hathero, and Harnwille, take stage at a bington for Lumberville at Doylestown. At 5 TO P. M.—Through accommodation for Bethle-ism and all stations on main line of North Panasyl vania Hailread, connecting at Bethlehem with Lehigh Valley Evering train for Easton, Allentown, and Mance Chuck. auch Chunk, At 620 P. M.—Accommodation for Lansdale, stopiog at all intermediate stations, At II 20 P. M.-Accommodation for Fort Wash-

At 11:30 P. M.—Accommodation for Port Washington,
TRAINS ARRIVE IN PHILADELPHIA,
Prom Bethlehem, at 9:0 a. M., 2:0, and 2:40 P. M.—
2:5 P. M. train makes direct connection with Lenight
Valley trains from Easton, Whitesbarre, Mahanoy
City, and Hazleton, Passengers leaving Raston at
11:2 A. M. strive in Philadelphia at 2:30 P. M.
Phasengers leave Williesbarre at 1:30 P. M. connect
at Eethlehem at 6:15 P. M., and arrive in Philadelphia
11:5 40 T. M. From Doylestown at 825 A. M., 510 P. M., and

From Doylestown at \$25 A. M., 540 P. M., and 750 P. M.

From Lansdale at 750 A. M.

From Lansdale at 750 A. M.

From Fort Washington at 1150 A. M. and 350 P. M.

Philadelphia for Bethlehem at 250 A. M.

Philadelphia for Bethlehem at 250 P. M.

Philadelphia for Doylestown at 250 P. M.

Doylestown to Philadelphia at 750 A. M.

Bethlehem to Philadelphia at 750 A. M.

Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.

White cass of second and Third 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.

ELLIS CLABE, Agant,

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office.

No. 1058, Fifth street.

No. 105 S, Fifth street,

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILEGAD.

Commencing Monday, September 40, 1807. Trains
will deave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:

Way Mail Train at 830 A. M. (Sandays excepted),
for Baithcore, stopping at all regular stations. Consecting with Delaware Hailroad at Wilmington for
Crisheld and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Bal
timore and Washington.

Express Train at 330 P. M. (Sundays excepted) for
Baitimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newpost, Stanton, Newark, Ellton, Northeast, Charlestown, Per-yville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's
Ron.

Night Express at 11 00 P. M. (daily) for Baltimore

man's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11 co P. M. (dally) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middleslown, Clayton, Dover, Harrington, Seatord, Sallsbury, Princess Anne, and connecting at Crishleid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Crishleid will take the 11 op P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Villalington.

Leave Philadelphia at 1-50, 4-30, 6-00, and 11-39 (daily).

M. The 4-30 P. M. Train connects with Delaware nailyond for Milford and intermediate stations. The cop. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4-00 and 6-30 cally P. M.

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

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 725 A. M. Way Mail; 255 A. M.,
Express: 215 P. M., Express; 635 P. M., Express; 336 P. M., Express; 336 P. M., Express; 336 P. M., Express; 536 P. M., Express; 536 P. M., Stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at
Northeast, Elkton, 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.
SCHENUT street, under the Continental Hotel,
where, also, state-rooms and berths in aleeping-cars
can be secured during the day. Persons purchasing
tickets at this office can have their baggage checked
at their residence by the Union Transfer Company.

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H. F. KENNEY, Superintendent.

Florence.
At 6 and 10 A. M., 1, 3 30, 5, 6, and 11 30 P. M., for Edgewater, Riverside, Riverton, and Palmyra, At 6 and 10 A. M., 1, 3 30, 6, and 11 30 P. M., for Fish fouse. The 1 and 11:50 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:— At 11 A. M., 420 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines. Sington and Jersey City, New York Mayrest 19 A. At 8 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenton and Bristol.

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

At 8 and 10:15 A. M., 2:30, 4:30, 5, and 12 P. M., for Schenck's.
At 10-18 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, Whatnoming, Bridesburg, and Frankford, and at 8 P. M., for Holmesturg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At S A. M. for Nisgara Falls, Buffslo, Dunkirk,
Canandalgna, Elmira, Ithaca, Owege, Rocaester,
Binghamton, Oswego, Syracuse, Great Rend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water
Gap, etc., etc.
At S A. M. and S 20 P. M., for Belvidere, Easton,
Lambertville, Flemington, etc.
The S 20 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:

At 9:00 A. M., and 1:20 and 6:30 P. M., Washington and New York Express Lines, via Jersey City. Fare, 13:25.

The 9 A. M. and 6:30 P. M. Lines will run daily. All others. Sundays excepted.

Getober 25, 18:07.

WM. H. GATZMER, Agent.

HILADELPHIA, GERMANTOWN, AND NOBRISTOWN STAILEROAD.—TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 9.7, 8, 9.15, 10, 11, 12 A. M., 1, 2, 34, 354, 4, 5, 55, 610, 7, 8, 9, 18, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.

The 82B Down Train, and 35; and 55; up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 95, A. M. 2, 7, 105; P. M.

Leave Germantown 85, A. M. 1, 6, 95; P. M.

Leave Philadelphia 5, 8, 10, 12 A. M. 2, 34, 534, 7, 8, and 11 P. M.

Leave Chesnut Hill 7-10, 8, 840, and H-10 A. M. 140, 340, 540, 640, 840, and 10 de P. M.

ON SUNDAYS.

Leave Philadelphia 95, A. M. 2 and 7 P. M.

Leave Philadelphia 94, A. M. 2 and 7 P. M. Leave Chesnut Hill 710 A. M. 1240, 540, and 920

Leave Chesnat Hill '10 a. a., 120, 340, and 925
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 75, 9, and 11 05 A. M. 1½, 3,
1½, 5½, 6½, 8:05, and 11½ P. M.
Leave Norristown 8:60, 7, 7:50, 9, and 11 A. M. 1½, 3,
1½, 6½, and 8½ P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7:15 P. M.
Leave Norristown 7 A. M., 5:30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6 7½, 9, and 11:05 A. M., 1½, 3,
1½, 6½, 6½, 8:05, 9½, and 11½ P. M.
Leave Manayunk 6:10, 7½, 8:20, 9½, and 10½ A. M., 2,
1½, 5, 6½, 8, and 10½ F. M.

Leave Manayunk a 10, 75, 820, 85c, and 105 A, M., 2 85c, 6, 65, 8, and 105 P, M. ON SUNDAYS. Leave Philadelphia 9 A, M, 23 and 75 P, M. Leave Manayunk 75 A, M., 6 and 85 P, M. W. S. WILSON, General Superintendent. 1 12 Depot, NINTH and GREEN Steeds.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. V RAILROAD, VIA MEDIA.

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

Leave Philadelphia, as follows:

Leave Philadelphia for West Choster, at 74. A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 0.5 P. M., and 1930 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 625 A. M., 736 A. M., 810 and 1945 A. M., 136 P. M., 450 and 653 P. M.

Trains leaving West Chester at 8,50 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junchon and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and trainfer 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 contecting with each train leaving Front and Market streets thirty minutes previous to deep acture.

The Chesnut and Wainut Street cars connect with

streat, the last car contecting with each train leaving Front and Market streets thirty minutes previous to use arture.

The Chemont and Walnut Street cars connect with all of the above trains, marrying passengers down the short street, past the principal notels and the Camden and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the dipot.

Leave Philadelphia at 230 A. M. and 2 P. M. Leave West Chester at 715 A. M. and 4 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as menal, leaving Front and Market atrees thirty-flve 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 745 A. M. and 450 P. M., and leaving West Chester at 800 A. M. and 450 P. M., connect at R. C. Junction with trains on P. and R. 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 same.

HENRY WOOD,

4285

General Superintendent.

General Superintendent.

DHILADELPHIA AND BALTIMORE CENS.

TRAL RAILROAD.—Summer Arrangements.
On and after SATURDAY, June 1, 1867, Trains will serve Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:16 A. M. and 4:56 P. M.
Leave Rising Sum at 5:15 and Oxford at 6:06 A. M., and serve Oxford at 3:25 P. M.
A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Railing Sum at 1:12 A. M., Oxford at 12:06 M., and Rennett at 1:00 P. M., connecting at West Chester Junction with a 1:13 A. M., Oxford at 12:06 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia, On Wednesdays and Saturdays trains leave Philadelphia at 7:16 A. M., connects at Oxford.

The Train leaving Philadelphia at 7:16 A. M., connects at Oxford with a daily line of Stages for Feach Petach Rottom 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, 5 112

WEST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867.
For Bridgeton, Saiem Vincland, Millville, and intermediate sitations, 890 A. M., and 830 P. M.
For Cape May 180 P. M.
For Woodbury at 8'00 A. M., and 8'30 and 6'00 P. M.
Freight Train teaves Camden at 12 M. (noon) daily, Freight will be received at Second Covered Wahard below Walnut street, from 7'90 A. M. until 5'90 P. M.
Freight received before 9'00 A. M. will go forward the game day.

same day.
Freight Delivery. No. 225 S. DELAWARE Avenue,
7 2 WILLIAM J. SEWELL, Superintendent. CAMDEN AND BURLINGTON COUNTY
21,1887, trains will leave from root of MARKET Street
(upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smiths
ville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10 20 A. M. and 4 30 P. M.

Leave Pemberton at 7:55 A. M. and 2:05 P. M.

"Mt. Holly "8 17" "2:7"

"McOrestown" 8:42 "2:52"

10 22 tf C. SAILER, Superintendent.

LUMBER.

1867. SELECT WHITE PINE BOARDS 44, 54, 64, 2, 24, 3, and 4 inch CHOICE PANEL AND int COMMON, 16 feet long. 44, 54, 64, 64, 2, 26, 3, and 4 inch WHITE PINE, PANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND,

1867. BUILDING! BUILDING 7 -BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
4 CAROLINA FLOORING.
54 CAROLINA FLOORING.
54 DELAWARE FLOORING.
54 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
BETT BOARDS.
EAIL PLANK.

PLASTERING LATH. 1867. CEDAR AND CYPRESS 1867. WALNUT PLANK.
WALNUT PLANK.
WALNUT PLANK.
WALNUT PLANK.

LARGE STOCK-SEASONED. 1867.—LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS!

1867. ALBANY LUMBER OF ALL KINDS.
SEASONED 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 JOIST FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
81 rpl No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. FIFTEENTH ST.

ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber! at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Newels, Balusters, Bracket and Wood Monidings.

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Wainut and Ash Hand Railing, 8, 8%, and 4 inches.

BUTTERNUT, CHESNUT, and WALNUT
MOULDINGS to order.

J. C. PERKINS, LUMBER MERCHANT,

NO. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortment of Building Lumber.

5242

WANTS.

BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the veil of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offer-ing to the public General L. C. Baker's

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Agents are clearing from \$200 to \$300 per month, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet unocompled, Address

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Twines Etc. EDWIR H FINLER, STORY OF STREET, AND BUILD BELL WARE Avenue, PHILADELPHIA. MICHAEL WEAVER, SANHAD & CLOTHIER. \$14

GARDNER & FLEMING, COACH MAKERS,

NO. 214 SOUTH PIPTH STREET. New and Second-hand Carriages for sale. Par iscular attention paid to repairing 30 6m