# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, DECEMBER 19, 1867.

# The Story of a Remarkable Man.

Just six years ago there died, at a little town by the scande in Sussex, England, a member of the English Parliament, who united in himself the English Parliament, who united in infinite some of the most opposite and, one would imagine, conflicting characteristics. He was the nephew of an earl; his mother was the daughter of a bishop; he was the descendant of a staunch line of Tory ancestry; associated of a staunch line of Tory ancestry; associated in marriage connections with a dozen leading families in the Peerage. He had been the leader in the world of isshion, and the darling of singers and actresses; and yet, with these qualities, he was, at the same time, the leader of the extreme Chartist operatives; the pet of even the physical force pairties; the pet of of the oxtenne Chartist operatives; the pet of even the physical force agitators, who at one time contemplated insurrection for the five points, since conceded in peaceable ways. He was at once a confidant and friend of Louis Na-poleon and a champica of Mazzini. This re-markable man left no enemy behind, and despite his extraordinary pursuits and companions, left the prefix of themes is to be seen the the prefix of "honest" to his name. To this hour the memory of "Honest Tom Duncombe" is treasured, not only in the immense metro politan constituency which he represented, but in all the large cities of England.

Mr. Thomas Slugsby Duncombe. M. P., had all the advantages of birth and fortune. He was at Harrow, one of the best public and aris-tocratic schools; he was in the crack regiment of "Guards," and rose from an ensign to a cap-taincy, and all the paths of fashionable hie were open to him. He was one of the handsomest young men about town, as well as the best and was the beir to considerable landed estate. There was about him an indefinite charm of grace and refinement. He went in for dress, and became as perfect a dandy as London ever saw. He went in for equipage, and his carriage became familiar to every West End lounger. He went in for horses, and with as much spirit rode best back in the Park as he backed the favorite at Newmarket. His vote and interest were sought as a patron of the drama, and he became constant in his attendance on the nightly assemblies of the principal performers, behind the scenes and before. In all these gratifications he associated with the aristocracy, and nothing could have been less antici pated than his undertaking, the advocacy of extreme radical opinions, and yet he was for nearly a quarter of a century the working man's representative par excellence. It is a singular

story. Duncombe began life a rich man and ended it poor, though he was still in Parliament and lived in ease. He was the soul of good nature, and he gambled. He went on the turi, and lost heavily. He was fond of the society of ac-tressess and opera singers, and they bled him earfully. At Drury Laue Theatre not many years ago a chosen few of the London lions in ublic lite, including poets, painters, and some tive or six leading men of the public press, were favored with a sort of ca te blanche to mingle with the actors and actresses in what is termed the "first green room." and it was there Tom Duncombe (as he was always called) was of all the most conspicuous. In play, one of his aristocratic associates-Lord Cuesterfield-contrived to win a sum which, of itself, caused a millstone of debt to hang round his neck for the rest of his life. It was no less than £100,000 His horses were such splendid animals that the West End tradesmen were in delight when they were stopping at the shop doors. His company was courted with avidity by marquises and

dukes, and men would have looked on him with envy, had not his courtesy disarmed them. But there is now the really extraordinary part of his life to tell. All the time he was out of doors this "glass of fashion and mould of he was in Parliament the vehement form." advocate of universal suffrage, the enemy of the State Church, and the political associate of men like Feargus O'Coanor, the Chartist chief. In 1841 he was elected to present the great Chartist petition, signed by 1,300,000 persons. He was one of the most popular speakers in the House of Commons. He spared no one in his defense of the masses against the ruling class. and said things which from the lips of others would have brought the speaker into the custody of the sergeaut at-arms. He had a way of

going straight to the heart of a topic, and dashing, winning air which was irresistible. In the midst of the gayest part of his career, he was constantly presiding at public dinners, attending Chartist meetings, meeting deputations, and attending committees. Days of labor and nights of amusement broke up his constitution at last, and for the concluding ten years of his life he rarely accepted an invitation to parties of any kind. He was, during this eriod, always fighting off his obligations father died in 1840, leaving him an estate. This he had to sell, and the amount realized, namely, £130,000, went at once to his creditors. All this was known to his constituents, but they would have forgiven him anything .- London Correspondence Chicago Tribune.

## FOREIGN ITEMS.

THE TRAPPIETS .- The order of Trappists has ust acquired, in the arrondissement of Saint Marsehn, near Roydon, a considerable tract of land in order to establish a house and agricultural farm. The spot selected by these Cistercians is the old and celebrated forest of Chambarand, now partly destroyed, the uncultivated lands being of small value. The purchase was made in the name of the Abbot of the Monastery near Nevers, whose secular name is Count de Duras. The order already possesses two houses in the Drome-one, the famous establishment at Aiguebelle, near MontJoyer, with near two hundred monks; the other at Mauber, between Bondonneau and Montmellimar. In the latter house a hundred orphans are educated and taught a trade gratuitously. The Trappists of Chambarand are specially devoted to agriculture, like their brothers, who have achieved so much success in the Dombes in the improvement of cultivation and the enrichment of the soil.

THE HOSPICE OF ST. GOTHARD .- The official report has been presented to the Swiss Government of the hospice on the summit of Mont St. Gothard, supported by monks who, like those of the great St. Bernard, give hospitality and succor to unfortunate travellers whom cold and weariness arrest midway in their journey. From this it appears that, from October 1, 1860, to September 30, 1867, the institution has distributed gratuitously 20,773 rations to 8795 poor travellers of all countries, a great number of articles of cloth-ing, and especially of shoes and woollen socks. Of these travellers, thirty-nine were ill and half-frozen; consequently, they needed a long course of treatment. The total expense amounted to less than £340 (84921, 50c.)

THE PARIS EXHIBITION .- An official report of the money taken by the theatres of Paris during the seven months from April to October last, both inclusive, shows the effect of the great "Exposition" upon places of amusement generally. The receipts of the theatres, concerts, "calés, concerts," public halls, and miscellaneous curiosities, during the seven months in question, amount to 16,533,365f. 30c., whereas those during the corresponding period in 1866 amount to no more than 9,640,216f. 4c. The figure of each month is larger than that of the month immediately preceding, with this exception, that the receipts of August are less than those of July.

A GLUTTON.—An awful story of gluttony comes from London. A young tradesman in the Marylebone road ate an enormous dinner, and five minutes after dropped dead. In his stomach were found a pound and threequarters of solids, consisting of a mass of half masticated vegetables, mixed with lumps of beef and mutton, weighing half an ounce each; whilst his intestines were crammed with food still undigested-showing that it was pure gluttony and not want that made him eat so voraciously. He died from spasms of the heart, caused by the pressure of an over-distended stomach.

COLONIZATION .- The Russian newspaper Moskwa says that the Government intends to try the experiment next spring of establishing Czech colonies in the Black Sea district. Land in the Caucasus is to be offered gratis to Czech settlers, but they are not to be allowed to sell any portion of their settlements during the first ten years of their stay. The Government will also lend them money for farming purposes, and permit them to build schools and other public establishments.

RAILWAY PROGRESS IN EUROPE .- An English paper says .- If we take the total increase of railways in Europe from the end of 1860 up to the end of 1865, and calculate it as equal to 100, the share falling to the different countries is as follows:-To England, 20.5 per cent.; France, 19 0; Russia, 11.4; Spain, 11.3; Germany, 10.0; Italy, 8.9; Austria, 4.6; Sweden, 4.1; Portugal, 2.5; Belgium, 2.4; the Nether-lands, 1.7; Switzerland, 1.4; Denmark, 1.4; Norman, 0.6; Norway, 0.8; and Turkey, 0.0.

### **RAILROAD LINES.**

At6 and 10 A. M., 1, 2, 3'30, 4'30, and 6 P. M., for Florence.

Florence. Al.6, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 P. M., for Burlington, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 6, and 11:30 P. M., for Fish House.

ouse, The ] and 11:00 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

LINES FROM KENSINGTON DEPOT Will leave as follows.-At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. BAtS and 11 A. M., 230, 230, and 5 P. M., for Trenton and Bristol. And at 1015 A. M. for Bristol. At 8 and 11 A. M., 230 and 5 F. M., for Morris-ville and Tailytown. At 8 and 1015 A. M., 230 and 5 P. M., for Schenck's and Fidington.

At s and 10'15 A. M. 2'30 and 5 P. M., for Schenck's and Eddington. At 8 and 10'15 A. M. 2'30, 4.5, and 6 P. M., for Cornwells. Torresdale, Holmesburg, Tacony, Wisst-noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations. BELVIDERE DELAWARE RAILROAD LINES, BELVIDERE DELAWARE RAILROAD LINES, At 8 A. M. for Niegars Falls. Buffalo, Dunkirk, Canandaigua, Emmira, Ithaca, Owege, Bocaester, Binghamion, Oswego, Syracuse, Great Bend, Mon, troce, Wilkesbarre, Scranton, Ebroadsburg, Water Gap, etc., etc.

Gap, etc., etc. At 8 A. M. and 3 20 P. M., for Belvidere, Easton, Lambertville, Flemington, etc. The 3 20 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hero, etc.

At 5 P. M. for Lambertville and Intermediate sta-

At 5 P. M. for Lambertville and Intermediate sta-tions. Lines from West Philadelphia Depot, via Connect-ing Pallway, will leave as follows:-At 950 A. M., and 120, 63, and 13 P. M., New York Express Lines via Jersey City. Fare, 5325. The 9 30 A. M. and 650 P. M. Lines will run daily. All others, Sundays excepted. At 950 A. M., 150, 650, and 12 P. M. for Trenton. At 950 A. M. (night), for Morrisvilte, Tullytown, Schenck's, Eddington, Cornwells. Torresdale, Holmesburg, Tacony, Wissinoming, Brid esburg, and Frankford. December 16, 1867. WM. H. GATZMEB, Agent.

PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIME TABLE, Commencing Monday, September 20, 1867. Trains will enve Dorock, corner BROAD Street and WASH. INGTON Avenue, as follows:-Way Mail Train at \$30 A. M. (Sundays excepted' for Bailimore, as follows:-Way Mail Train at \$30 A. M. (Sundays excepted' for Bailimore, as follows:-Express Train at 12 M. (Sundays excepted), for Bai-timore and Washington. Express Train at 12 M. (Sundays excepted), for Bai-timore and Washington. Bailmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elikton, Northeast, Charles-town, Per yville, Havre-de-Grace, Aberdesa, Perry-man's, Edgewood, Magnolia, Chase's, and Stemmer's R.

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

Night Express at 1100 P. M. (daily) for Baltimore and Washington. Connects at Windington (Satur-days excepted) with Delaware Baltroad Line, stop-ping at Newcastle, Middletown, Clayton, Dover, Har-rington, Sessord, Sallsbury, Princess Anne, and con-necting at Cristield with Boat for Fortress Mouroe, Norfolk, Portmouth, and the South. Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristield will take the 1100 P. M. Train. WilLMING TON TRAINS. Elopping at all Stations between Piriladelphia and Wilmington.

Wilmington. Leave Philadelphia at 1:30, 4:30, 6:00, and I: 30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train runs to New Castle. Leave Wilmington at 7 and 8 A. M., 4:00 and 6:30

(dally) P. M. FROM BALTIMORE TO PHILADELPHIA. FROM BALTIMORE TO PHILADELPHIA.

FROM BALLTIMORE, TO PHILE DEAL TAA.
 Leave Baltimore 7:25 A. M., Way Mult: 9:35 A. M.,
 Express; 2:15 P. M., Express; 6:35 P. M., Express; 8:35
 P. M., Express,
 SUNDAY TRAIN FROM BALTIMORE,
 SUNDAY TRAIN FROM BALTIMORE,

P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 856 P. M. stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark, to take passengers for Philade'phila and leave passengers from Washing-ton 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. 528 CHFSNUT street, under the Continental Hotel. where, also, state-rooms and herths in sleeping cars can be secured during the day. Persons purchasing itckets at this office can have their baggage checked at their residence by the Union Transfer Company. 482 H. F. KENNEY, Superintendent.

**RAILROAD LINES.** 

THE A D IN G E AILL BOAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA COMBERLAND, AND WYDMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANAIAS, WINTER ARRANGEMENT OF PASSENGER TRAINS, MONDAY, November 18, 187, Leaving the Company's Depot, at THRITEKNTH and CALLOWHILL Streets. Philadelphis, at the fol-lowing hours-

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets Philadelphia, at the fol-lowing hours — MORNING ACCOMMOSATION, At730 A. M., for Reading, Allentown, and Inter-mediate stations. Returbes, teaves Reading at 630 P. M., arriving in Philadelphia at 910 P. M. MORNING EXPRESS. At 515 A. M. for Reading, Lebanou, Harrisburg Pottswille, Fine Rove, Tamagia, Sonbury, Williams port, Eimira, Rochester, Niagara Falis, Buffalo Wilkenbarre, Pituston, York, Carilale, Chambera-burg, Hagerstown, etc. etc. The 7:30 Irain connects at READING with East, Pennsylvania Railroad trains for Wil-lebanov Valley train for Harrisburg, for Wil-limsburg, Lock Haven, Elmira, etc.; at HARISS BURG with Northern Sanita Comberland Valley and Schuylkill and Sunguehanas trains for North-memberland, Williamsport, York, Chambersburg Pinegrove, etc. ATTERNOON EXPRESS

and evaluation and susquementant trains for North- arternad, Williamsport, York, Chambersburg Pinegrove, etc.
 AFTERNOON EXPRESS
 Leaves Philadelphia at 23 P. M., for Reading, Potts- ville, Harribburg, etc., connecting with Reading and Columbia Railrad trains for Columbia, etc. PO ASTOWN ACCOMMODATION Leaves Potentown at 645 A. M., atopping at Inter- mediate stailons; arrives in Philadelphia at 306 P. M.; arrives In Pottstown at 706 P. M. READING ACCOMMODATION Leaves Reading at 700 A. M., stopping at all way atations arriving at Philadelphia at 0°15 A. M. Returning at 700 A. M., stopping at all way tations arriving at Philadelphia at 0°15 A. M. Returning at 645 P. M. Trains for Philadelphia tat 900 P. M.; arrives In Reading at 645 P. M.
 Trains for Philadelphia teaye Harrisburg at 800 A.

In Reading at 645 F. M. Trains for Philadelphia leave Harrisburg at 840 A. M. and Pottsville at 845 A. M.; arriving in Philadel-phis at 100 F. M. Afternoon trains have Harrisburg at 240 F. M., Pottsville at 245 F. M.; arriving in Phila-delphis at 645 F. M. HARRISBURG ACCOMMODATION. HARRISBURG ACCOMMODATION.

Barbina at 95 P. M.
BARRISBURG ACCOMMODATION.
Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accomodation south at 830 P. M., arriving in Philadelphia at 910 P. M.
Market train, with passenger car attached, leaves Philadelphia at 1645 noon for Pottsville and all way stations.
All the above trains rou duly. Sundays excepted.
Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 315 P. M. Leave Philadelphia for Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 515 P. M. Leave Philadelphia for Reading at 800 A. M., feturning from Reading at 425 P. M.
CHESTER VALLENT RAILROAD.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD. Passeegers for Downlogtown and setermediate points take the 7:30 A. M., and 4:00 P. M. trains from Philadelenha, returning from Downlogtown at 6:30 A. M. and 1:30 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 150 and 10:16 P. M., and could cting at Harrisburg with Penesylvania and Northern Central Railroad express trains for Pitts-burg. Chicago. Williamsport, Eimira, Bastim., re, etc. Reibraing, express train leaves Harrisburg on arri-val of the Pennsylvania express from Pittsburg at 3 and 7:05 A. M. and 1:40 P. M., and saritm., re, etc. Reibraing, express trains for Pittsburg at 3 and 7:05 A. M. and 9:38 P. M., passing Reading at 4:49 and 7:05 A. M. and 9:38 P. M., and sariving in New York at 10:10 and 11:56 A. M., and 5:00 P. M. Sieep-ing cars accompany these trains through between Jersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 5:10 A. M. and 2:05 P. M. Mail train for Harrisburg teaver New York at 12 M. BCHUYLRILL VALLEY RAILROAD. Trains leave Potavelle at 5:30 and 11 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M., returning from Tamaqua at 7:35 A. M., and 7:05 P. M. returning from Tamaqua at 7:35 A. M., and 7:05 P. M. returning from Tamaqua at 7:35 A. M., and 7:05 P. M. returning from Tamaqua at 7:35 A. M., and 7:05 P. M. returning from Tamaqua at 7:35 A. M., and 7:05 P. M. returning from Tamaqua at 7:35

SUBUYLE ILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 1245 from for Pinegrove and Tremout, returning from Harrisburg at 555 P. M., and from Tremont at 750 A. M. and 535 P. M., Through first-class tickets and emigrant tickets to a. I the principal points in the North and Weat and Causda.

Al the principal points in the North and Weat and Canda. Fxc rslon tickets from Philadelphia to Beading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Fending and Poilstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good ofly for one day, are sold at Reading and later-mediat, stations, by Reading and Poilstown Ac-commodation trains, at reduced rates. The following tickets are obtainable only at the effice of 4, BRADFORD. Treasurer, No. 237 South FOURTH street. Philadelphia, or of G. A. NICOLLS, General St. perinter. dent, Reading:-COMMUTATION TICKETS At 25 per c ant discount, between any points desired, for families and firms. SLASON TICKETS, F r three, six, nine, or twelve months, for holders only, to all point a, at reduced rates. CLEGYMEN

only, to all point a at reduced rates. CLERGYMEN Residing on the line of the road will be formished cards entitling the assives and wives to tickets at nall fare.

1867.-SELECT WHITE PINE BOARDS 44, 54, 64, 2, 254, 3, and 4 inch CHOICK PANEL AND BALCOMMON, 18 feet long. 44, 54, 64, 2, 25, 8, and 4 inch WHITE PINE, PANEL PATTERN PLANE, LARGE AND SUPERIOR STOCK ON HAND,

From Philadeiph.s to principal stations, good for Saturday, Sunday, a. (d) Monday, at reduced fare, to be had only at the Thicket Office, at THIRTEENTH and CALLOWHILL streets. Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

RAILROAD LINES.

AUCTION SALES.

MCCLELLAND & CO. AUCTIONEERIS, No. 606 MARKET Street.

BALE OF 1600 CASES EOOTS, SHOES, BRO-GANS, ETL, On Mon.day Morning, Drc. 23, commencing at 10 o'clock, we will sell, by catalogue, for cash, 160 cases Men's, Boys', and Youths' Boots, Shoes, Brogans, etc. Also, Women's, Misses', and Children's wear, to which the early attention of the trade is called, [13 19 33

JOHN B. MYERS & CO., AUCTIONEERE

LARGE POSITIVE CLOSING BALE OF CARPET.

December 20, at 11 o'clock, on four months' credits, af out 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings.

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC. On Monday Morning. December 21, at 10 o'clock, on four months' credit, 600 lous of French, India, German, and British Dry

Goods. 12 17 54 LARGE FEREMPTORY SALE OF ROOTS, SHOES, BROGANS, TRAVELLING BAGS, ETC. On Tuesday Morning, December 24, at 10 octook, on four months' credit, 1500 packages boots, shoes, brogans, etc. - 112 18 54

J. M. GUMMEY & SONS, AUCTIONEERS

MENTS, ETC. On Saturday, December 21, 1867, at 12 o'clock, noon, will be sold at public sale, by order of assignees, at the farm house known as the Kerper Farm. Willow Groveroad, near Bethieleem turnpike, Springfield township, Mont-gomery county, about six requares from Chesnut Hill Station, the personal property. [12 19 25

EXTENSIVE STOCK OF A FIRST-CLASS CLOTH-ING HOUSE. On Monday morning. At 10 o'clock at the auction rooms, by catalogue, by older of the assignee, the centire stock of a first-class cothing bonse, including 700 pairs black and fancy cassimere pants: 706 fine black satin, velvet, and cas-simere visis: 250 fine doeskin and cassimere frock, sack, and business coats; 50 fine overcoats, etc. [121936

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom st.

Sale at No. 110 Chesnut street. NEW AND SECOND-HAND HOUSEHOLD FUR-NITURE, FIANO FORTES, CARPET4, MIR-FORS, LACE CURTAINS, FRAMED EN-GRAVINGS, FANCY GOODS, CHINA, ETC, On Friday Morning, At 2 o'clock, at the aucibus store. No. 1110 Chesnut street, will be sold, a large assortment of elegant par-lor, chamber, and dialog-room Furniture, Carpets, French plate Glasses, Etc.

Also, a large assortment of rich embroidered Swiss and Notlingham lace curtains of the newest styles. FRAMED ENGRAVINGS,

Also an invoice of about 150 engravings in neat walnut frames. FANOY GOODS AND CHINA. Also, an invoice of fancy goods and China. WINES AND LIQUORS. Also, an invoice of Superior Liquors in demijohns,

Bohlen's Gin. Fine Old Rye Whisky. FINE GUNS. Also, an invoice of fine breech-loading fowling-

cieces, rifles, pistols, etc. WHITE CHINA. Also, 100 dozen white China coffee and tea cups and

Also, an original oil valuting of Washington at Valley Forge, by Fletcher. 12 18.75

L IPPINCOTT, SON & CO., AUCTIONEERS No. 240 MARKET Street. Philadelphia. (Premi-ses formerly occupied by Messra, Pancosat & War, nock, Auctioneers.)

LARGE POSITIVE SALE OF SOLOTS OF PARIS FANCY GOODS, TOYS, POCKET WALLETS, TRAVELLING BAGS, NOTIONS, COMBS, BRUSHES, ETC., by catalogue, on four months credu

Crean. On Friday Morning, Dec. 20, sale commencing at 10 o'clock. Included will be found a very large and attractive assortment of goods for present and approaching sales. [12 18 28

FURNITURE, ETC.

FURNITUREI FURNITUREI

MODERN AND ANTIQUE:

PARLOR, HALL AND CHAMBER SUITS

AT REDUCED PRICES.

Our facilities are such that we are enabled to offer

at very moderate prices, a large and well-assorted

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Goods packed to carry safely to all parts of the

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FURNITURE, which I will sell at reduced prices, consisting of-FLAIN AND MARBLE TOP COTTAGE SUITS, WALNUT CHAMBER SUITS, PARLOR SUITS IN VELVET PLUSH, PARLOR SUITS IN MAIR CLOTH, PARLOR SUITS IN REPS. Bideboards, Extension Tables, Wardrobes, Book-cases, Mattreases, Lounges, etc. etc.

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NITURE, SUITABLE POR HOLIDAY

IMENENTS, Closing out at Reduced Prices, at

COMBINED CARPET-STRETCHER AND

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With this machine a lady can alone stretch and

tack down at the same time her carpets as easily as

to sweep them, saving back-aches, bruised fingers, temper, time, and money. It will stretch all kinds of

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PHILADELPHIA. \$152

I have a large stock of every variety of

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French plate Glasses, Etc. ELEGANT LACE CURTAINS,

mprising:-Duff Gordon and Harmony Sherry Wines. London Dock and Osborne Port Wines,

Hennessey Brandy.

Hold Regular Sales of REAL ESTATE, STOCKS, A

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Nos. 232 and 284 MARKET Street.

Goods,

NOBTH PENNSYLVANIA RAILROAD. -ThE MIDDLE ROUTE -Shortest and most airect route to Bethlehem, Alsentown, Mauch Chung, Enzeiton, White Haven, Wilkesbarre, Mahauoy City, Mount Carmel, Pittstou, Scrapton, and all points in the Letign, Mahamoy, and Wyoming coal regions. Passerner Depot in Philadelphia, N. W. corner of

Mount Carnel, Fithston, Scrabton, and all points in the Letigs, Mahanoy, and Wysming coal regions.
 Fasenger Depet in Philadelphia, N. W. corner of BERKS and AMERICAN Survey.
 WITKEI ALE ANGEMENTS
 MUNTELL ALE ANGEMENTS
 MINE DAILY TRAINS.
 And Ale New Depol, corner Berks and American survey.
 And Ale New Depol, corner Berks and American survey.
 And Ale New Depol, corner Berks and American survey.
 And Ale New Depol, corner Berks and American survey.
 And Ale New Depol, corner Berks and American survey.
 And Market THURSDAY, Nov. N. 1887, Passenger Strategies, daily (Sundays excepted), as follows:
 Ale A. Morning Express for Bechlenem and Principal Stations on North Pennsylvanis Raitroad, cornecting at Berklern with Lenigh Valley Raitroad, or Allentown, Catasatoga, Slatungton, Watter Haven, Wilk sharre, Flitston, Scraoton, and all points in the basen survey and stational or Mananoy City, and Will Catawiasa Haitroad, for Ruper, Dandits in the basen survey and the basen survey and the basen survey of the Matter and Wysen and Williamsport. Arrive at Mananoy City, and with Catawiasa Haitroad, for Ruper, Dandits, Marsen Statistican Strategies by this train can take the Lebigh Valley train, pussing Petilehem at these the basing to the statement of the stations. Fassengers for Willow Grove, Hatboro, and Hartsville, by this train can take the stating.
 Ale A. M. - Accommodation for Doylestown, stophise at all intermediate stations. Fassengers for Mananoy City, Centralia, Shearook, Nilley Centralia, Shearook, Milk, Sbarre, Mahanoy Survey.
 Ale M. M. Catawide, Milk, Sbarre, Mahanoy Survey, and yong the station for Doylestown, stophise take the Leoigh to the state stations.
 Ale M. Accommodation for Doylestown, stophise take the the Mahanoy she Wyon the state s

tage at Boylestown for New Hope, at the source of Summeylows, At 4'10 P. M. - Accommodation for Boylestown, stop-ping at all intermediate stations Passengers for willow Grove, Hatboro, and Harcsville, takestage at At 520 P. M .- Through accommodation for Bathle

Hold Regular Sales of REAL EFTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANGE. Handolls of each property issued separately. 1000 catalogues published and circulated, containing full descriptions of property to be sold, as also a par-tial list of property contabled in our least Estate Re-glater, and oliered at private sale. Bales advertised daily in all the daily newspapers." M. THOMAS & SONS, NOS. 139 AND 141 a m, and all stations on main line of North Peensy ania Railread, connecting at Bethlehem with Lehig falley Evening train for Easton, Allentown, an Assignets' Ea'e on the Premises. HORSES, CCLIS, WAGON, HARNESS, CATTLE, HAY, OATS, CORN, POTATOES, MOWING MACHINE, HAY WAGON, FARMING IMPLE-MENTS, ETC.

Valley Evening train for Easton, Allentown, and Mauch Chunk. At 629 P. M.-Accommodation for Lansdale, stopping at all intermediate stations, At 11 30 P. M .- Accommodation for Fort Wash-

Ington, TRAINS ARRIVE IN PHILADELPHIA,

Ington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9'15 A. M., 2 05, and 3'40 P. M.
2'55 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Scrauton, Witkesbarre,
Mahanoy City, and Hazieton. Passengers leaving Easton
Tassengers leave Witkesbarre at 1'30 P. M.
Passengers leave Witkesbarre at 1'30 P. M.
Passengers leave Witkesbarre at 1'30 P. M.
Prom Doylestown at 3'35 A. M., 5'10 and 7'00 P. M.
From Lanredale at 7'30 A. M.
Prom Fort Washlogton at 11'10 A. M. and 3'05 P. M.
Diladelphia for Bethlehem at 9'30 A. M.
Philadelphia for Bethlehem at 9'30 A. M.
Philadelphia for Bethlehem at 9'30 A. M.
Bethlehem to Philadelphia at 4'00 P. M.
Bethlehem to Philadelphia at 4'00 P. M.
Bethlehem to Scond and Third Streets line and
Chies and from the new depot.
Tickets must be product at the Ticket Office in order to secure the foweat rates of fare.
ELLIS CLARK. Agent.
Tickets sold and Baggage to fare.
Tickets sold and Baggage to fare.
Tickets sold and Baggage to fare.
Tickets sold and Baggage therese first street.
The Distant at Mann's North Pennsylvanis Baggage
Anno Stant Pennsylvanis Baggage
Tickets sold and Baggage to fare.
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Tickets sold and Baggage to fare.
Tothese to the depote trates of fare.
The Stant Baggage to the cound to principal points at Mann's North Pennsylvanis Baggage
Tickets sold and Baggage to the pennsylvanis baggage

 111
 No. 105 S. Fifth street.

 PHILADELPHIAZ AND BALTIMORE CEN-TRAL KAILROAD.-Winter Arrangements.

 On and siter MONDAY. October 7, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Phila-delphis), at 745 A. M. and 458 P M.

 Leave Rising Sun at 545 and ,Oxford at 630 A. M., and leave Oxford at 325 P. M.

 A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 105 A. M., Oxford at 1145 M., and Kennett at 106 P. M., connecting at West Chester Junction with a Train for Philadelphia at 230 P. M., run ling through to Oxford.

 The Train leaving Philadelphia at 230 P. M., run leave Rotord to 220 P.

 The Train leaving Philadelphia at 240 P. M., run leave that a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to councet at Oxford with the Atter-noon Train for Philadelphia.

 The Train leaving Philadelphia at 450 P. M. runs is Bing Bun, Md.

 Passengers allowed to take wearing apparel only as hagginge, and the Company will not in any case by remonible for an amount exceeding we me hundred

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. 5 118 HENRY WOOD General Sup't.

LUMBER.

#### Garibaldi's Defeat.

Garibaldi is said to have suffered from ex-treme prostration after Mentana. On the followng day he traveiled, in the same railway carriage as his two sons, his son-in-law Canzio Crespi, and the Deputy Cucchi, who had blown up the Zouave barracks at Rome, to Foliguo. There several Italian officers condoled with him on his defeat, and put the question whether the French had beaten him. "No," replied the General, "it was our own men," by which he evidently meant that, however gallant, his army was not sufficiently disciplined to meet experienced troops. He even remarked to a general, "It was impossible to conquer with the *canaille* I had under my orders." The affair at Monte Rotondo was a fresh instance of the danger to which undisciplined gallantry may expose an army. The Pontificals lost but two men, and army. The Pontificals lost but two men, and only surrendered when they had spent their last cartonche, and when the houses of the town were actually on fire; while the General him-self admits he lost three hundred men in that action alone. It was this heroic struggle which prevented Garibaldi from marching on Rome, and which gave the French time to come up.

#### Russia Proparing for War.

The movement of the various divisions of the Russian army westward, which we noticed the other day, has been completed; and the Government is now in a position to send 203,000 men to the Turkish or Austrian frontier at a few days' notice. 45,000 men are stationed between Dunaburg, Polotsk, and Witebsk, 20,000 at Borizov and Orza, 18,000 at Minsk, 50,000 in other parts of Lithania, and 70,000 at Icheringov, Zytomir, Kiev, and Ostrog. Speaking of these warlike preparations, the Goloss says:-"Our Government may continue to circulate peaceful physics." peaceful phrases among the public in Paris London, and Vicuna; but we know here that war is imminent.

#### A Distance Measurer.

Two mathematicians of Vienna, Gustav Slarke and Amadio Gentilli, have invented an instru-ment which has long been one of the greatest desiderata in military science, namely, an accurate and handy distance measurer. Of com-paratively imperfect instruments there has been no lack, but this is reported to surpass them all. and to admit of a far quicker and more easy maniputation than the Stampler instrument. The price of the "Starke-Gentilli," as it is called, is 300 guilders, or about \$150.

-Divorce is termed "unhitchment" in Detroit.

-Kirby Smith is a school-teacher in Tennessee.

-Bonner has cured Dexter of shying. -In Arkansas they call a circus a Hippo Olympiad.

-Swearing has been prohibited in the Austrian army.

-Prepayment of postage is to be made optional in Canada.

-Gilt lobsters in the hair are considered a neat thing in Paris.

-There are two hundred and ninety newspapers published in Indiana.

-A gang of burglars are at work plying their vocation nightly at Terre Haute. -At a recent wedding at Valparaiso, Ind.,

the groom was seventy-six and the bride seventy-two.

# ENGINES, MACHINERY, ETC.

ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND ROULLER WORKS.-NEAFIE & LEVY, TRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER-MAKERS, BLACK-SMATHS, and FOUNDERS, having for many years been in successful operation, and been exclusively ongaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and Stationary, having sets of patterns of different sizes, revery description of patternmaking made at the shortest notice. High and Low-pressure Fine, Tubula, and Cylluder Bollers, of the best Pennasi-trania charcoal iron. Forgings of all sizes and kinds; iron and Brass Casilags of all descriptions; Roll Uruning, Ecrew Cutting, and all other work connected with the above business. The establishment free of charge, and work guar-ance. The subscribers have ample wharf-dock room for

at the establishment first of the wharf-dock room for The subscribers have ample wharf-dock room for repairs of boats, where they can lie in periect; afety, and are provided with shears, blocks, fails, etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 811 \* BEACH and FALMER Streets.

BRACH ROG PALMER SIFECE, J. VAUGHN MERBICK, WILLIAM H. MERBICK JOHF E. COPM. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA. MERRICK & BONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Exciters, Gascmeters, Tanks, Iron Boats, etc. Costings of all kinds, either iron or bracs. Iron Frame Roots for Gas Works, Workshops, and Ralitous, etc.

Ratiroad Statious, 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, Detecators, Filters, Pumping Ea-

Scient Armine, Delecators, Friteri, Lumping Ling Sole Agents for N. Billeux's Patent Sugar Bolling Apparatus, Neamyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 630

BRIDESBURG MACHINE WORKS. OFFICE, No. 65 N. FRONT STREET.

We are prepared to fill orders to any extent for our well-known MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spla-ning, and Weaving. We invite the attention of manufacturers to our ex-

tensive works. ALFRED JENKS & SON. GIRABD BOW. E. M. NEEDLES & CO.,

Eleventh and Chesnut Streets,

Invite attention to their

SPLENDID STOCK OF Laces and Lace Goods. R HANDEERCHIEFS. in every variety, for Ladies and Gentlemen, VEILS, SETS, NECETIES, EMBROIDE Z RIES, ETC. ETC. Explessly adapted for

HOLIDAY PRESENTS,

Which they are offering at Prices as Low as those for an inferior Class of Goods, which have been imported to supply Auction Sales a

th's season. GIEVED BOW. T. STEWART BROWN. 14 S.E. Corner of FOURTH and CHESTNUT ST MANUFACTURER OF

TRUNKS, VALISES, and BAGS suitable for Europe. (Formerly at 708 CHESTNUT ST.)

Front and Market streets thirty minutes previous to departure. ON SUNDAYS, Leave Philadelphia at 530 A. M. and 2 P. M. Leave West Chester at 755 A. M. and 4 P. M. The Depot is reached directly by the Chesnut and Wainut streets cars. Those of the Market street line run with no one square. The cars of both lites connect with each train upon its arrival. Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 500 A. M. and 450 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 bagrage, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for, the same. 4 193 General Superintendent.

4 253 General Superintendent.

PHILADELPHIA AND ERIE RAILEOAD .-WINTER TIME TABLE.

WINTER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg. Williamsport, and the Great Oil Region of Penharivania. ELEGANT SLEEPING CABS on all Night Traina. On and after MONDAY, November 25, 1857, the traina on the Philadelphia and Eric Railroad will run as follows:-WESTWARD.

WEST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM Moot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867, For Bridgeton, Estem Vinceland, Milville, and in-termediate stations, 500 A. M., and 330 P. M. For Cape May 530 P. M. For Woodbury at 600 A. M., and 330 and 600 P. M. Freight Train leaves Camden at 12 M. (noom) daily. 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. 228 S. DELAWARE Avenue. Freight Delivery. No. 228 S. DELAWARE Avenue, 71 WILLIAM J. SEWELL. Superintendent

CAMDEN AND BURLINGTON COUNTY

CAMDEN AND BURGINGTON Contraction RailHOAD. On and stier MONDAY, December 16, 1867. Trains will leave from foot of MARKET Street (upper ferry) for Merchaniville. Moorestown, Hartford, Masonville, Hainesport. Mount Holly, Smith ville, Evanswille Vincentown, Birmingham, and Pember-ton, at 16'30 A. M. and 4'30 P. M. Leave Pemberton al 720 A. M. and 2'20 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M. Leave Mount Holly at '45 A. M. and 2'45 P. M.

points from the Company's Freight Depot, BitOAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia d.dly at 550 A. M., 1245 noon at de P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Port Clinton, and al. points forward. Max 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 251P. M. 451

DENNSYLVANIA CONTRAL BAILROAD

WINTER TIME, TAKING WEFECT NOV. 24, 1897 WINTER TIME, TAKING EFFECT NOV. 24, 1867 The trains of the Pennsylvania Central Rahroad leave the 1000t, at THIRTY-FIRST and MARKET Streets, which is reached d tectly by the Market Street cars, the last car conne ting with each train leaving Front and Market stree a thirty minutes be-fore its departure. The Chesnai and Walaut 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. Bleeping Car Tickets can be had on application at the Ticket office, N. W. cc., Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver basgage at the Depot. Orders left at No. 901 Chesnut street, No. 116 Market street, or No. 1 S. Eleventh street, Will receive attention. TRAINS LEAVE DEPOT.

A. M. P. M. P. M. P. M. 400 P. 5'00 P. M. 11'15 P. M. 5'00 P. M. 

daily, except Bunday. The Western Accommodation Train runs daily, except Sanday. For this train tickets must be pro-cured and baggage delivered by 500 P. M., at No, 116

Market street, TRAINS ARRIVE AT DEPOT, VIZ. Cincinnati Express. Philadelphia Express. Paoli Accommodation. No. 1...... AND NEWELS.

Paoli Accommodation Feri Frie Mall. Parkesburg Train. Lancester Train. Erie Express. Day Express. Proll Accommodation, No. 2. 9 50 P. M.

FIRE AND BURGLAB-PBOOP

PHILADELPHIA, GERMANTOWN, AND NOMMETOWN RAILEROAD, TIME TABLE, FOR GERMANTOWN, AND FOR GERMANTOWN, Leave Philade phia 6, 7, 8, 905, 10, 11, 12 A. M.; 1, 2, 33, 33, 4, 5, 637, 616, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 820, 9 10, 11, 12 A. M., 1, 2, 8, 4, 45, 6, 65, 7, 8, 9, 10, 11, 12 P. M. The 826 Down Train, and 3% and 5% Up Trains will not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia 9, A. M. 2, 10% P. M. Leave Germantown 8% A. M. 16, 9% P. M. CHENUT HILL RALEROAD. Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9, and 11 F. M.

NODE VERY LEVEL & COULD

Leave Philadelphia 6, 6, 10, 12 A. M. 2, 35, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill 7'10, 8, 9'40, and 11'.0 A. M. 1'40, 3'40, 5'40, 6'40, 8'40, and 10'40 P. M. Deave Philadelphia 9'5, A. M. 2 and 7 P. M. Leave Chesnut Hill 7'50 A. M. 12'40, 5'40, and 9'25 P. M. FOR CONSEHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 11'06 A. M. Ué. 3, 45, 65, 65, 8'60, and 11'5 P. M. Leave Philadelphia 6, 75, 9, and 11'06 A. M. Ué. 3, 45, 65, 65, 806, and 11'5 P. M. Leave Philadelphia 6, 75, 9, and 11'06 A. M. Ué. 3, 45, 65, 65, 806, and 11'5 P. M. Leave Norristown 7 A. M. 5'30 and 7'15 P. M. Leave Philadelphia 9, A. 30, 2'30 and 7'15 P. M. Leave Norristown 7 A. M. 5'30 and 9'P. M. Leave Philadelphia 9, 75, 8, and 11'05 A. M. 15', 3, 45, 55, 69, 505, and 11'5 P. M. Leave Norristown 7 A. M. 5'30 and 9'P. M. Leave Norristown 7 A. M. 5'30 and 9'P. M. So's 6, 6'A, and 9 P. M. ON SUNDAYS Leave Philadelphia 7'5, 8, and 11'55 A. M., 15', 3, 5's, 6, 6'A, and 9 P. M. W. E. WILSON, General Superintendent 112 Depot, NINTH and GREEN Street

LARGE AND SUPERIOR SPOCK ON HAND, 1867. BUILDING! BUILDING LUMBER! LUMBER! LUMBER! 44 CAROLINA FLOORING, 44 OROLINA FLOORING, 44 DELAWARE FLOORING, 54 DELAWARE FLOORING, 38 FLOORING, WHITE PINE FLOORING, ABH FLOORING, SPRUCE FLOORING, SPRUCE FLOORING, STEP BOARDS, RAIL PLANE, PLASTERING LATH, 1867. CEDAR AND CYPRESS

1867.-WALNUT BOARDS, WALNUT PLANK, WALNUT BOARDS, WALNUT PLANK, LARGE STOCK-SEASONED.

1867.-LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND FINE

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

1867, -CIGAR-BOX MANUFACTURERS, SPANISH CEDAR BOX BOARDS.

1867.-SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 32 FEET LONG. SUPERIOR NORWAY SCANTLING. MAULE, BROTHER & CO. 81 rpl No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, NOS. 24, 26, AND 25 S. FIFTEENTH ST.,

AND NEWELS.

6 83

ESLER & BRO., Proprietors.

Always on hand, made of the Best Sessoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS,

Neweis, Balusters, Bracket and Wood Monidium.

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Walnut and Ash Hand Railing, 3, 8%, and 4 inches.

BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 612

LUMBER MERCHANT,

Constantly on hand a large and varied assortment of Building Lumber. 525

FIRE AND BURGLAR PROOF SAFES

SAFES, LOCHSMITH, BELL-BANGER, AND DEALEE IN BUILDING BARDWARE,

A LARGE ASSORTMENT OF FAM. and Burgiar-proof BAFES on band, with inside doors, Dweiling-house Bafes, free from dampuess, Prices low. C. MARSENFORDER, No. 42 VINE Street.

OARPENTER AND BUILDER:

SHOPS: NO. 213 LODGE STREET, AND

NO. 1783 CHESNUT STREET,

GARDNER & FLEMING.

COACH MAKERS,

NO. 214 SOUTH FIFTH STREET.

tioniar attention paid to repairing 5303m

New and Second-hand Carriages for sale. Par

NO. 484 BACE STREET.

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