KOSCIUSZKO.

Discovery of His Will at Albemarle. The University Magazine says:—The inclosed caper is a copy of the will of General Thaddeus Cosciuszko, which for nearly half a century has been lying buried and forgotten in the Clerk's Office in the Circuit Court of Albemarle. It was admitted to record on the 12th day of May, 1819. I was then a Deputy Clerk, and the order of court (admitting it to record) and the indorsements are all in my handwriting. The scenes and facts connected with this transaction are vividly impressed upon my memory. The Cir-cuit Court of Albemarle, Judge Archibald Stuart (father of the Hon. Alexander H. H. Stuart) presiding, was then in Stuart) presiding, was then in An illustrious man-then, as at all session. times, the observed of all observers, walked into court. The Judge, on perceiving that Thomas Jefferson stately and erect, was standing before him, bowed and invited him to take a seat on the bench. To this Mr. Jefferson replied:—"As soon as your Honor shall have lessure to attend to me, I have a matter of business which I wish to present to the Court." Immediately, by consent of the parties concerned, further proceedings on the matter then before the court were suspended, till Mr. Jefferson could be heard. He took from his pocket a paper which he said was the will of his friend General Thaddeus Kosciuszko; that the will was written entirely in the hand-writing of the testator; he was well acquainted with his handwriting, and could testify on oath to the facts which he stated. The usual oath was then administered by the clerk, the necessary interrogatories formally put, affirmatively answered, and the will was, by order of Court, admitted to record. Mr. Jefferson then stated that at his advanced

age, it was not in his power to undertake the burden of the execution of the will, and thereupon declined to qualify as executo-

The services of Kosciuszko to the American cause in our revolutionary struggle, his subsequent career in endeavoring to give freedom and independence to his own country, his final overthrow at Maclejowice and the prophetic lament which he uttered when falling from his horse covered with wounds: Finas Polonia—are facts well known to history, but nothing exhibits more graphically or beautifully the character of the man than the short and simple paper which I send you—disinterestedness, universal philanthropy, and a heart bursting with desire liberty, freedom, and happiness to all mankind are pictured as in a mirror. Well did the poet

"And Freedom shricked when Kosciuszko fell," WM. WERTENBAKER. University of Virginia, June 19, 1868.

THE WILL. I, Thaddeus Kosciuszko, being just in my departure from America, do hereby declare and direct that should I make no other testamentary disposition of my property in the Unued States. hereby authorize my friend Thomas J. ferson to employ the whole thereof in purchasing negroes from among his owm or any others, and giving them liberty in my name, in giving them en education in trades or otherwise, and in having them instructed for their new condition in the duties of morality which may make them good neighbors, good fathers or moders, husbands or vives, and in their duties as cilizens teaching them to be defenders of their liberty and country, and of the good order of society. and in whatsoever may make them happy and useful, and I make the said Thomas Jefferson my executor of this. 5th day of May, 1798.

T. KOSCIUEZKO. At a Circuit Court held for Albemarie county, the 12th day of May, 1819.

This instrument of writing, purporting to be the last will and testament of Thaddeus Korciuszko, deceased, was produced into court, and satisfactory proof produced of its being entirely written by the said Thaddeus Kosciuszko, the same is ordered to be recorded, and thereupon, Thomas Jefferson, the executor therein named refused to take upon himself the burthen of the execution of the said wille. Teste. JOHN CARR, C. C.

POLITICAL.

-General Dunn, of General Meade's staff, who has just arrived at Washington, from Georgia, says that reconstruction in that State has been effected upon a more enduring basis than per-haps in almost any other State, for the reason that a large and powerful white element, under the lead of such men as ex-Governor Brown and others, has taken a leading part in favor of the Congressional policy.

—Frank Blair was nominated by the soldiers.

Of course he was. General Preston, of the Rebel army, nominated him, Wade Hampton seconded the nomination, and General Forrest supported it. Thus set in motion, it carried the Convention by storm, and this class of soldiers are to support him. The "boys in blue" will leave the graybacks to perform that service.

—The Louisville Journal calls Sherman,
Thomas and Meade "satraps," and the soldiers

"slaves of the satraps," it says, of course they are for G-ant, together with "all swindlers, pimps, detectives, adventurers, bigots and blackguards," but that "the whole respectability and responsibility of the South are for Blair and Seymour."

—John Forsyth, of the Mobile Register, sup-ports Seymour principally on the ground that he 'is in favor of overthrowing the reconstruction measures with their mongret and illegal governments in the Southern States. -Mr. Chase lately informed some of his legal friends that if the Supreme Court had been allowed by Congress to pass upon the reconstruction laws last winter, they would have

been pronounced constitutional. -The Democrats are not pleased with the President's action in tendering Mr. Rollins' place to Governor Cox, of Ohio. They say it shows a want of interest on his part in render ing aid to the Democracy in the coming cam-Paign.
-Vallandigham reads the death warrant of

his own party in the following words:-"Depend upon it, no party whose only cementing element is a sympathy of hatred can ever be permanent in power or even in existence."
- "Agate," of the Cincinnati Gazette, thinks that the number of Democratic Congressmen from Indiana will be reduced from three to two,

-Nebraska will cast her virgin vote as a State in November. The campaign for Grant and Colfax has been auspictously opend and an overwhelming triumph will certainly follow. -Seymour and Blair are bent on revolution, but they will be straightened by defeat.

An Unpublished Letter of Henry Clay.

A friend sends the Tribune the following letter of Henry Clay, which has never been published: WASHINGTON, Dec. 13, 1837.—My Dear Sir: I received your favor transmitting the inclosed. The piece in the Arena expressed correctly the views which I entertain on the subjects to which it refers. In respect to Internal Improvements and the Tariff, my opinions are unchanged as to the powers of the General Government; but the expediency of the exercise of any given power with which that Government may be invested must depend upon, and be regulated by

1. As to the Tariff. I had supposed and hoped that the Compromise act settled and terminated all our unhappy disputes. By that act, to which I have uniformly adhered, I have been, and am willing to be governed. I wish it faithfully executed, and I have no purpose of disturbing

And 2. As to Internal Improvements; con-sidering how much each of the states has done for itself, and considering how much Congress did by the passage of the Distribution act. I have no wish to see anything more done by the General Government, except to pass, at some suitable time, the Land bill which I formerly snitable time, the Land bill which I formerly proposed. And this is not the time to press the passage of that bill. These opinions may be collected from my public course, and especially from my speeches on the Land bill and other subjects. This being the case, I cannot consent to the publication of anything as coming from me or by my authority upon either of those subjects. And my objection to each publication is that I cannot consent to seem to propiliate any one for the purpose of advancing what may be thought to be an object personal to myself.

Poor Logici I hope that we than not, but Poor Logis! I hope that we thall not, but fear that we shall lose him. My hear, yet

bleeds for my lamented friend Keat, and I trust that it may not soon be put to fresh trials.

I left Mrs. Clay in excellent health; and at one time she had made up her mind to accompany me, but domestic duties she thought required her to remain. My warm regards to

Fathfully your friend, H. CLAY.
The Hon. F. T. Brooke, St. Julien, near Fredericksburg, Va.

Middle-Class Living in England. "An Old Married Man" writes to the London

Telegraph:"Well educated, and brought up as a gentleman, I married, early in life (twenty-one), a young lady I had known several years, my equal in every respect, and as tar as we could then judge there was a fair chance of our being happy. That we have not been so, we both agree, after thirty years' experience, is no fault of ours, but the want of means. My income has varied, sometimes being £200 and sometimes £300 per annum. But in consequence of hav-ing a family, it has always been genteel poverty—a state of existence requiring much philosophy to bear without a murmur.

"At first the question. I believe, was whether it is advisable for a person moving in respecta-ble society to marry a lady of his own stamp, their incomes being together about £150 per annum. As to what two persons with what they deem to be necessary for their comfort, are able to live on, is purely a matter of calculation; but my experience of married life brings me to the decided conclusion that for two persons to endeavor to live 'respectably' on £150 per annum is impossible in London. I will not per annum is impossible in London. I will not take up your room with my calculations, but food and rent, etc., absorb that sum, and although a happy pair may forego every luxury and do without amusements that cost money, still in time clothes have to be replaced, and if a family comes, expenses increase wonderfully. My wife has aided me in every way she could by economizing, and with my daughters doing such fancy work as they could obtain. I have no expensive habits; I never smoke, do not wear kid gloves, and seldom ride. We keep no company, and never have wine, and yet we find it almost impossible to provide everything neces-sary for a family to live respectably on £200 or £300 per annum; and whenever any extraordinary expense occurs, such as illness or death, the expense puts us to great inconvenience. I am a clerk, and more than once have been out of employment; immediately great troubles have ensued. Still I consider marriage a natural obligation, and if discreetly entered into it leads to much happiness; but when the income is small both parties must make up their minds to fall several steps in social position; and whether young ladies and young men of the present day have fortitude enough to bear the privation of the luxuries and expensive habits which they have hitherto enjoyed whilst the one has been expending the whole of his income on himself and the other has been pro-vided for by her parents. I am not disposed to deal with; but unless they do, very few can find the marriage state a happy one, for in ninety-nine cases out of a hundred a home is rendered unhappy by insufficient means, and as a family grows up another source of unhappiness arises, in consequence of the children being dissatisfied, and seeking society from home.

LUMBER. F. H. WILLIAMS

SEVENTEENTH AND SPRING GARDEN

OFFERS FOR SALE

PATTERN LUMBER OF ALL KINDS. EXTRA SEASONED PANEL PLANK. BUILDING LUMBER OF EVERY DESCRIP

CAROLINA 44 and 54 FLOORING. HEMLOCK JOISTS, ALL SIZES, CEDAR SHINGLES, CYPRESS BUNCH SHIN

GLES, PLASTERING LATH, POSTS, ALSO,

A FULL LINE OF WALNUT AND OTHER HARD WOODS. LUMBER WORKED TO ORDER AT SHORT

SPRUCE JOIST. SPRUCE JOIST, HEMLOCK. HEMLOCK. 1868. 1868.

1868. SEASONED CLEAR PINE. 1868. SEASONED CLEAR PINE. 1868. CHOICE PATTERN PINE. EPANISH CEDAR, FOR PATTERNS, RED CEDAR.

FLORIDA FLOORING,
FLORIDA FLOORING,
CAROLINA FLOORING,
VIRGINIA FLOORING,
DELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK.

WALNUT BDS, AND PLANK, 1868.
WALNUT BDS, AND PLANK, 1868.
WALNUT BOARDS,
WALNUT PLANK,

1868. UNDERTAKERS LUMBER 1868.
RED CEDAR.
WALNUT AND PINE. SEASONED POPLAR. 1868.

WHITE OAK PLANK AND BOARDS, HICKORY.

1868. CIGAR BOX MAKERS' I SPANISH CEDAR BOX MOARDS, FOR SALE LOW. 1868. OAROLINA SCANTLING. 1868. NORWAY SCANTLING.

CEDAR SHINGLES, 1868
WAULE, BROTHER & CO.,
No. 2500 SOUTH Street.

T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS,

SHACKAMAXON STREET WHARF, BELOW SLOAT'S MILLS, PHILADELPHIA. AGENTS FOR SOUTHERN AND EASTERN Mannfacturers of YELLOW PINE and SPRUCE TIMBER
BCARDS, etc., shall be happy to furnish orders at
wholesale rates, deliverable at any accessible port,
Constantly receiving and on hand at our wharf
SOUTHERN FLOOKING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS,
SPRUCE, HEMILOCK, SELECT MICHIGAN AND
CANADA PLANK AND BOARDS, AND HACMATCO SHIP-KNEES,

1 31 stath

ALL OF WINCH WILL BE DELIVERED ATANY PARTOFTHE CITY PROMPTLY, UNITED STATES BUILDERS' MILL, NOS. 24, 28, and 28 S. FIFTEENTH Street.

ESLER & BRO., PROPRIETORS. Always on hand, made of the Bost Sessoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Esweis, Balusters, Brackets, and Wood Mouldings

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS, Walnut and Ash Hand Ralling, 8, 3%, and 4 inches, BUTTERNUT, CHESNUT, AND WALNUT MOULDINGS to order.

FIRE AND BURGLAR PROOFSAFES C. L. MAISER.

MANUFACTURES OF FIRE AND BURGLAR-PROOF SAFES, ITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE. No. 484 BAOK Stress

A LARGE ASSORTMENT OF FIRE and Surgiar-proof SAFES on hand, with inside the control of the contr

RAILROAD LINES.

THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lenigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARKANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1898, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundaya excepted), as follows:—

At 648 A. M.—Accommodation for Fort Washington.

cepted), as follows:—
At 6'35 A. M.—Accommodation for Fort Washington.
At 7'45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania staliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroads for Easton, Alientown, Catasauqua, Slatingtom, Mauch Chunk Weatherly, Jeaneaville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Myoming Valleys; also in connection with Lehigh and Mahanoy Raliroad for Mahanoy City; and with Catawissa Raliroad for Rupert, Danville Milton, and Williamaport Arrive at Manch Chunk at 12'05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanov City at 2 P. M. Passengers by this train can take the Lebigh Valley Train, passing Bethlehem at 11'55 A. M. for Eastor, and points on New Jersey Central Raliroad to New York.
At 5'45 A. M.—Accommodation for Doylestovn, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
At 10'70 A. M.—Accommodation for Fort Washington, stopping at all intermediate Stations.
At 1'45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 3'35 P. M.—Accommodation for IDoylestown, stopping at all intermediate stations.
At 3'15 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Manch Chunk, Wilkesbarre, and Scranton, Passengers for Greenville'take this train to Quakertown, and for Sumneytown to North Wales.
At 4'16 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Macch Chunk, Wilkesbarre, And Scranton, Passengers for Willow Grove, Hatboro, and Hartsville take Stage at Abington; for New Hope at Doylestown, at 6'0 P. M.—Through accommodation for Doylestown, At 6'0 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with L

TRAINS ARRIVE IN PHILADELPHIA.
om Betblehem at 900 and 1105 A. M., 200 and

8°30 P. M., 11°05 A. M., and 2°00 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1°45 P.iM. connect at Bethlehem at 6°05 P. M., and arrive in Philadelphia at 8°30 P. M.

From Doylestown at 8°25 A. M., 5°00 and 7°00 P. M.

From Lansdale at 7°30 A. M.

From Fort Washington at 9°30, 10°45 A. M. and 8°1 P. M.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 200 A. M.

Philadelphia for Doylestown at 200 P. M.

Doylestown for Philadelphia at 700 A. M.

Bethlehem for Philadelphia at 420 P. M.

Fifth and Sixth Streets Passenger Cara convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. Orlion 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 CLARK, Agent.

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

Express Office. No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
—On and after MONDAY, April 13, 1868, Trains will
leave as follows:—
Leave Philadelphia from the Depot, THIRTY.
FIRST and CHESNUT Streets, 715 A. M., 11 A.
M., 2:30 P. M., 4'16 P. M., 4'50 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia, from Depot
on east Market street, at 5'15 A. M., 7'15 A. M., 7'80
A. M., 1045 A. M., 1'56 P. M., 4'80 P. M., 6'36 P. M.
Un and after Monday, June 15, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 5'30 P. M.
Traina leaving West Chester at 7'30 A. M., and
leaving Philadelphia at 4'50 P. M., will stop at B. O.
Junction and Media only. Passengers to or from
station between West Chester and B. C. Junction,
going East, will take train leaving West Chester at
7'15 A. M., and going West will take train leaving
Philadelphia at 4'50 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by tion.
The Depot in Philadelphia is reached directly by
the Cheanat and a Walnut Street cars. Those of the
Market Street line run within one square, The
cars of both lines connect with each train upon its

Arrival.

ON SUNDAYS,

Leave Philadelphia at 800 A. M., and 200 P. M.,

Leave West Chester at 745 A. M., and 500 P. M.,

Trains leaving Philadelphia at 715 A. M. and 480 P. M., and leaving West Chester at 730 A. M. and 450 P. M., connect at B. C. Jupeticos, with Trains P. M., and leaving West Junction with Trains on 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Supt. 4 102

Philadelphis, April 1st, 1868.

OR CAPE MAY VIA WEST JERSEY RAILROAD.—From 100t of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1868.

Trains leave as follows for Cape May:—
9 to A. M., Cape May Express, due at 1225 (noon),
2 15 P. M., Cape May Passenger, due at 1225 (noon),
2 15 P. M., Cape May Passenger, due at 1275 (noon),
3 16 P. M., Fast Express, due at 1275 P. M.

RETURNING LEAVE CAPE ISLAND,
6 30 A. M., Morning Mail, due at 1076 A. M.
9 06 A. M., Fast Express, due at 1270 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 715 A. M. Returning leaves Cape Island at 510 P. M. Cape May Express, due at 822 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 715 A. M. Returning leaves Cape Island at 510 P. M. Excursion Tickets, \$3.

Cape May Freight trains leave Camden daily at 920 A. M., and Cape Island at 615 A. M.
Commutation Tickets between Philadelphia and Cape May, at the following rates:

Annual Tickets, \$100; Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggare, which will be called for and checked at residences by the Union Transfer Company

called for and checked at residences by the Union Transfer Chippany
WEST JERSEY RAILROAD LINES.
For Bridgeton, basiem, Millville, Vinetand, and instermed ate stations, at 8:00 A. M. and 3:30 P. M.
For Cape May, 9:00 A. M., 3:15 P. M., and 4 P. M.
Woodbury Accommodation train at 6:00 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon.)
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent,
July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGE.
MENT. - On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:

At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at 5:15 A. M. and Oxford at 6 A. M., and leave Oxford at 8:25 P. M. 5.15 A. M., and Oxford at 6.A. M., and leave Oxford at 3.25 P. M.

A Market Train, with Passenger Cars attached, will rungon TUESDAYS and FRIDAYS, leaving the Rising San at 11.05 A. M.; Oxford, 11.45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2.36 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Laucaster county. Returning, leaves Peach Bottom to connect at Oxford with American Train for Philadelphia.

The strain leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Maryland.

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 be made for the same.

4.08

Trains between Washington and New York are now run as follows, viz.:—
FOR NEW YORK, without change of cars, Leave daily (except Sunday) at 7-45 A. M., 12-30 and 7 P. M. FOR PHILADELPHIA.

7 P. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7-15 and 12-15 P. M., and 1-30 and 7 P. M.

ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train SLEEPING CARS for New York on 77. M. train daily.
Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Rallroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent,
225t] GEO. S. KOONTZ, Agent, Washington.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkesbarre, Mahanoy City, Mor it Carmel, Centralla, and all points on Lehigh Valley Railroad and its branches. branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise tonsigned to the above named points.
Goods delivered at the Through Freight Depot,
B. E. corner of FRONT and NOBLE Streets,
Before 5 P. M., will reach Wilkesbarre, Mount Carmel,
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before 11 A. M. of the succeeding day.
[7 12] ELLIS CLARK, Agent,

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Note;, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

221 JOHN BINGHAM, Superintendents.

RAILROAD LINES

READING BAILROAD, GREAT TRUNK Panisylvania, the Schuylkin, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, Angust 3, 1888, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MCRNING ACCOMMODATIONS.—At 936 A. M. for Reading and all intermediate stations, and Allen lown.

or Reading and all intermediate stations, and Alien lown.

Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EXPRESS.—At 5:15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falia, Buffalo, Wilkesbarrs, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc., The 7:30 train connects at Reading with the East Pennsylvania Raliroad trains for Alleutown, etc., and the 8:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuylichl and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.— Leaves Philadelphia at 3:30 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Raliroad Milliams for Columbia, etc., POTTSTOWN ACCOMMODATION.—Leaves Pottatown at 6:45 A. M., stopping at intermediate otations: arrives in Philadelphia at 4:30 P. M., arrives in Pottstown at 6:40 P. M., Returning leaves Philadelphia at 4:30 P. M., arrives in Pottstown at 6:40 P. M., arrives in Pottstown at 6:40 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations: arrives in 217.50 A. M., stopping at all way stations.

town at 445 A. M., stopping at intermediate stations: arrives in Philadelphia at 430 P. M.; arrives in Potstown at 540 P. M.

RFADING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10 b.A. M.

Retorning, leaves Philadelphia at 545 P. M.; arrives in Philadelphia, stopping at all way stations; arrives in Reading at 850 P. M.

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 843 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 250 P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 645 P. M.

Harrisburg accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Aiternoon Accommodation south at 630 P. M., arriving in Philadelphia at 915 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 1245 neon for Potsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Sinday trains leave Pottsville at 840 A. M., and Philadelphia at 315 P. M.; leave Philadelphia for Reading at 350 A. M., returning from Reading at 425 P. M.

OHESTER VALLEY RALLROAD.—Passengers for Downingtown and intermediate points take the 740 A. M., 1246 and 430 P. M. trains from Philadelphia returning from Collegeville at 877 A. M., and 145 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 850 P. M., passing Reading at 425 P. M., and connect at Harrisburg with Pennsylvania and 706 A. M., and 252 A. M., 935 P. M., Dassing Reading at 449 and 706 A. M., and 707 Penns, Ivania Repress from Pitsburg, at 8 and 550 P. M., passing Reading at 449 and 706 A. M., and 707 Penns, Ivania Repress from Pitsburg, at 8 and 550 P. M., and from Tremont at 755 A. M., and 750 P. M., and from Tremont at 755 A. M., for Pinegrove and Temont; returning from Harrisburg leaves New York

3:0 P. M., and from Tremont at 7:40 A. M., and 0:50 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced exter.

and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent, discount, between any points dealred, for families and firms,

Mileage Tickets, good for 2000 miles, between al points, at 52750 each, for families and firms,

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at hall fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 4°25 A.

M., 12°45 noon, 3°00, and 6 P. M., for Reading Lebanon, Hartisburg, Fottaville, Port Clinton, and all points beyond.

beyond.

Malis close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets, DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1888.
The trains of the Pennsylvania Central Railread leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheenut and Wainut 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. and Market streets thirty-five minutes before the de-parture of each train.

Sle+ping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver beggage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention. LEAVE DEPOT, VIZ:-

CET THE EEST-THE HOLY BIBLE-HARD Ing's Editions-Family, Pulpit and Pocket Bible in beautiful fityles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portrain of families.

WM. W. HAPDING, Publisher, SNO. 125 CHESINUT Sirest below Fourth

RAILROAD LINES.

At 2 P. M., via Camden and Amboy Express... 200
At 3 30 P. M., via Camden and Jersey City Ex-

and Bristol. And at 10-15 A. M. for Belstol.
At 7 and 11 A. M., 2 30, and 5 P. M. for Morrisville
and Tuliylown.
At 7 and 19-15 A. M., 2 30, and 5 P. M. for Schencks
and Eddington.
At 7 and 19-15 A. M., 2 30, 4, 5, and 6 P. M. for Schencks
and Eddington.
At 7 and 19-15 A. M., 2 30, 4, 5, and 6 P. M. for Cornwells. Torrisdale. Holmesburg. Tacony, Wissinoming. Bridesburg, and Frankford, and at 8 P. M. for
Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 9-30 A. M., 1 3-0, 6-30, and 12 P. M. New York Express Lines, via Jerney City, Fare 3-25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9-30 A. M., and 6-30 and 12 P. M. for Trenton.
At 9-30 A. M., 1-20, 6-30, and 12 P. M. for Trenton.
At 9-30 A. M., 6-30 and 12 P. M. for Trenton.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Firth streets, at Chesnut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9 30 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWAGE EAILROAD LINES.
From Kensington Depot.
At 7:00 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Bochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6:15 P. M., for Merchantsville,
Moorestown Hartford, Mascouville, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything an baggage but their wearing apparel. All baggage ever fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets soid and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratogs, Utfoa, Rome, Syracuse, Rochester, Buffalo, Niagara Fails, and Suspension Bridge.

An s-ditional Ticket Office is located at No. \$28 Cheenst street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave fr.m foot of Courtland street at 7 A. M.,
1 and 4 P. M., and 12 night via Jersey City and Camden; at 6:30 P. M. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
Philadelphia. From Pier No. 1 North River at 5-30 A. M. Accom-acount of the control of the con Camden, 6 152

Agent.

TIMORE RAILROAD.

TIMORE RAILROAD.

TIMORE RAILROAD.

TIMORE TABLE,
commencing MONDAY, April 13, 1868. Trains will
leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Crisseid and Intermediate Stations.

Exp.ess Train at 12:00 M. (Sundays excepted) for precting with Delaware Railroad at Wilmington for Crissied and Intermediate Stations.

Express Train at 12.00 M. (Sundays excepted) for Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3.30 P. M. (Sundays excepted) for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stammer's Run. Night Express at 11.00 P. M. (Daily) for Baitimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Sessord, Salusbury, Princess Anne, and connecting at Crissied with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baitimore will take the 12.00 M. Train, Via Crissield will take the 11.00 P. M. train.

Etopping at all, Stations between Philadelphia and Wilmington.

Wilmington.
Leav: Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06, and 11:30 (daily) P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:30 4:25, and 7:30 (daily) P. M. The 8:16 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall; 7:40 A. M., Express; 2:25 P. M., Express; 6:35 P. M., Express; 8:56 P. M., Expr

SHORTEST ROUTE TO THE SEASHORE CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:— Special Excursion...... 6.15 A. M. 7.30 A. M. 9.15 A. M. 2.00 P. M. Areight, with passenger car attached.

Express (through in two hours).

Atlantic Accomm.odation.

Returning, leave Atlantic Mail Freight, with passenger Car. Express (through in two hours)..... Accommodation

Fare to Atlantic. \$2. Round trip tickets, good only for the day and train on which they are issued, \$3.

The Philadelphia Local Express Company, No. 625
CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent. DHILADELPHIA AND ERIE BAILBOAD.

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

FILEGANT SI EEPING OARS on all Might Trains.
On and after MONDAY, May 11, 1883, the trains on the Philadelphia and Eric Railroad will run as follows:

follows—

Mail Train leaves Philadelphia.

" leaves Williamsport.

" arrives at Eric.

Express leaves Philadelphia.

" arrives at Eric.

Eric Express leaves Williamsport.

" arrives at Eric.

Elmira Mail leaves Philadelphia.

leaves Williamsport.

" arrives at Lock Haven.

Elmira Mail Train leaves Eric.

Mail Train leaves Eric. 8'50 P. M. 10'05 A. M. 8'00 A. M. 6'28 P. M. 7'45 P. M. AUCTION SALES.

BUNTING, DURBORUW & CO., AUCTIGE EERS, Nos. 257 and 224 MARKET Street, Oc., ner of Back street, Successors to John B. Myers & Co. LARGE PEREMPTORY SALE OF 2000 CASES
BOOTS, SHOES, TRAVELLING EAGS, EFC.
On Tuesday morning.
Aug. 11, at 10 o'clock, on 4 months' credit. [8 5 5t LARGE POSITIVE SALE OF BRITISH, FRENCH,
GERMAN, AND DOMESTIC DRY GOODS,
On Thursday a orning,
Aug. 14, at 10 o'clock, on four months' credit. [8 7 84

LIPPINCOTT, SON & CO., AUCTIONEERS.

Ashurst Ballding, No. 240 MARKET Street.

PIRST LARGE POSITIVE SALE OF

1006 LOTS AMERICAN AND IMPORTED DRY
GOOD:, LINEN AND HOSIERY GOODS, WHITE
GOODS, NOTIONS, ETC., FOR FALL OF 1868,
By Catalogue, on credit,
August 12, 1868, commencing at 10 o'clock. In
cluded will be found an attractive assortment of new
and destrable goods for the approaching season. 8378

MARTIN BROTHERS, AUCTIONEERS,— (Lately Saleamen for M. Thomas & Sons.) No. 520 CHESNUT St., rear entrance from Minor.

HANDSOME WALNUT FURNITURE CARPETS,
EVANS & WALNUT FURNITURE CARPETS,
EVANS & WATSON FIREFROOF FINE HARNESS, CEINA AND GLASSWARE, FANCY
GOUDS, EIC.
On Monday Morning,
August 10. at 10° clock, at the Auction Rooms, No.
529 Chesnut street, by catalogue—Superior walnut
household furniture, including—Elegant suit walnut,
crimson plush parior infiniture handsome susts walnut chamber furniture, usperior wardrobes, mattresses, beds and bedding, mirrors, book-cases, sideboards,
walnut extension dining-tables, superior cane scat
chairs, French China, glassware, fine Brussels and
lagrain carpets, government goods, etc.
Also superior double and single harness,
Also, superior freproofsafe, made by Evans & Watson.
WINES AND LUCUODS

Also, superior fireproof safe, made by Evans & Watson.

WINES AND LIQUORS.

At 12 o'clock precisely, a quantity of Wines and Liquors, including—200 bottles current wine. 100 bottles Port wine, 20 gallons cherry brandy, 50 cases whisky, brandy, and gin, lavender and ginger brandy, sherry wine, bay rum, etc.

SPECIAL SALE AT THE AUCTION RODMS—VERY ELEGANT FURNITURE.

On Wednesday Morning.

August 12th, at 11 o'clock, at No. 229 Chesnut street, by catalogue, very elegant Walnut Furniture, including—Suit elegant walnut antique drawing-room farniture, antique centre table, Brocatelle marbie; ghandsome carved walnut chamber suits, splendid carved walnut sideboard, elegant secretary bookcaso, antique library suit, suit elegant walnut hall furniture, plane stool, etc.

The Furniture was made to order in the best manner, is entirely new, and will be sold positively without reserve.

May be examined on the day previous to sale.

M. THOMAS & SONS, NOS. 139 AND 141 C. D. McCLFES & CO. AUCTICNEERS THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERUHANTS, No. 1119 OHESNUT Street; rear entrance No. 1107 Sansom st.

GAS FIXTURES.

J. SELLERS PENNOCK. WEAVER & PENNOCK. PLUMBERS, GAS AND STEAM FITTERS, No. 37 NORTH SEVENTH STREET,

Philadelphia. Country Seats fitted up with Gas and Water, in firstlass style. An assortment of Brass and Iron Lift and Force Pumps constantly on hand LEAD BURNING AND CHEMICAL PLUMBING.

N. B.—Waver Wheels supplied to the trade and others at reasonable prices. 7 si im A S F I X T U R E S.—
MISKEY, MERRILL & THACKARA,
No. 718 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assortment of Gas Chandellers, Pendants,
Brackets, etc. They also introduce gas-pipes into
dwellings and public buildings, and attend to extends
ing, altering, and repairing gas-pipes.
All work warranted.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED Would call attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so constructed as to at once commend itself to general fayor, being a combination of wrought and cast from. It is very simple in its construction, and is perfectly aireight; self cleaning, having no pipes or drums te be taken out and cleaned. It is so atranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle, OHARLES WILLIAMS.

Nos. 1123 and 1134 MARKET Street.

OHARLES WILLIAMS,
Nos. 1152 and 1134 MARKET Street,
Philadelphis.
A large assortment of Cooking Ranges, Fire-board
Stoves, Low Down Grates, Ventilators, etc., always
on hand.
N. B.—Jobbing of all kinds promptly done. 5 109

WIRE GUARDS,

FOR STORE PHONTS, ASTLUMS, PAGE TORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornaments Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by H. WALKER & SONS

No 11 Morth SIXTH Street. DR. KINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MAR-KET and CHESNUT.

His apperiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms, totally eradicave; mental and physical weakness, and all nervous debilities scientifically and specessfully treated. Office hours from 8 A. M. to 8 P. M. 84 2

DENNSYLVANIA HOSPITAL. The attending bisnayers are:

B. Morris Wain, No. 128 Bouth Delaware avenue.

Actoph E. Borie, No. 183 Bock street.

Attending Physician—Dr. J. M. Da Costa, No. 1908 Attending Physician—Dr. J. M. Da Costa, No. 1008
Spruce str. et.
Attending Surgeons—Dr. Addinell Hewson, No. 185
South Fitteenth street: Dr. D. Hayes Agnew, No. 185
North Eleventh street.
The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.
Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter.

thereafter.

WOODLANDS CEMETERY COMPANY
The following Managers and Officers have
been elected for the year 1898:

ELI E. PRIOE. President.

Wm. H. Moore.

Samuel S. Moon.

Gillies Pailett.

Edwin Greble.

Fecretary and Treasurer—JOS. B. TOWNSEND.

The Managers have passed a resolution requiring
both Lotholders and Visitors to present tickets at the
entrance for admission to the Cemetery. Tickets
may be had at the Office of the Company, No. 813

ARCH Street, or of any of the Managers.

721

FITLER, WEAVER & CO., MANUFACTURERS OF

MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC., No. 23 North WATER Street, and

Edwis H, Pitler, Michael Weaver, Conrad F, Clothire 2 14

CONSAD F. CLOTHER.

O B N E X C H A N G E
BAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARK ET and WATER Streets,
Philadelphia.
DEALERS IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Dealer, Flour, Salt, Super-Phosphate of Lime, Bone
Large and small GUNNY HAGS constantly on hand.
2721 Also, WOOL BACKS.
JAMES CASCADEN.

JOHN CRUMP.

CARPENTER AND BUILDER, SHOPS: NO. 213 LODGE STREET, AN NO. 1788 CHENNUT STREET, PHILADELPHIA

GEORGE PLOWMAN. CARPENTER AND BUILDER,

REMOVED To No. 134 DOCK Street,

PRILADELPHIA.