### MEN AND MEASURES AT WASHINGTON.

#### WASHINGTON, Dec. 22. Whaddens Stevens,

Thaddeus Stevens occupied the attention of Congress for the last time on Thursday and Friday of last week. Hereafter his name will be mentioned and his political career referred to in the debates of the two houses as are those of Webster and Ciay, but it will only be incidentally. Even the ablest and most renowned of our public men are soon comparatively torgotten when they pass out of sight. To the old habitues of the Capitol it seems as if Thaddeus Stevens was still present. They expect to find him presiding in the committee-room of the Appropristion Committee, or in that of the Committee ou Post Offices and Post Roads, where the Reconstruction Committee met while he was its Chair man. These were his haunts when he was at the Capitol, and not in his seat in the House, His face and his figure were at once so familiar and so casily distinguished, because they were so intensely individual, that everybody seemed to know him. Once seen, he could scarcely be torgotten, even by a person with a bad memory for faces. It is in the House, however, that he is missed most of all. While he lived his seat was hardly ever vacant, and the eye in wander. ing over the House never failed to single out and rest upon him. His was like the central figure in a group, and invariably attracted attention.

#### The Eulogies in the House.

The announcement in the House of Represoutatives of the decease of members is usually a mete form, and is generally devoid of interest. Deserted galleries, empty seats, two or three prosy and often senseless culogies by the surviving colleagues of the deceased, and the adjournment of the House, is the scene ordinarily presented on such occasions. Very frequently, indeed, the life of the departed member has been so pithless and uneventful that it requires considerable ingenuity upon the part of the culogist to find material with which to build. In the case, of Thaddeus Stevens, however, all this was different. The Pennsylvania delegation had intimated the day previous, through the Speaker, that the death of Mr. Stevens would be formally announced on Thursday. Early on the morning of that day erowds of people, black as well as white, wended their way towards the Capitol. Long before 12 o'clock the diplomatic gallery, and all the available space in the other galleries. were filled with an audience evidently assembled more out of respect to the memory of the grand old man than from any teeling of mere curiosity. Very few members were absent from their seats. The entire scene was pervaded with a solemnity soldom witnessed in the House. Only one funeral scene has been presented at the Capitol within the last few years that equalled this-that was when the historian Bancroft pronounced his oration on President Lincoln.

### Reminiscences.

I need hardly state that all eyes were concentrated on the seat so long occupied by the venerable leader of the House, now sleeping quietly in the unpretending graveyard at Lancaster. How the memory reverted, almost involuntarily, to other scenes in that hall wherein he was a prominent actor ! Galleries as crowded as these had often 1 stened to his inimitable logic, his biting sarcasm, and his keen and polished invective, with a mingled feeling of admiration and delight. Members, without distinction in politics, had always bestowed upon his slightest observation on any subject before the House an attention more carnest and intense than they could possibly exhibit now. Old members, who served with him before the Rebellion, remembered how he denounced slavery, and arraigned it before the bar of enlightened public opinion, while the flery Barksdale was brandishing his bowie-knife before his eyes, and the other Southern champions of the "peculiar institution" were impatient to strike him down, as Brooks did Sumper. A few Sisters of Charity in a corner of the ladies' gallery could scarcely fail to remember Mr. Stevens' last speech in the House, which was an appeal for the passage of an appropriation for the Providence Hospital, a charitable institution of this city. Nearly everybody had some reminiscence of the "Oid Commoner," personal or historical-many of them pleasant, few ditagreeable.

Kelley, Horace Maynard, and James M. Ashley, Judge Kelley's intimate relations with Mr. Stevens gave him peculiar opportunities for knowing and appreciating him. On nearly all political questions, except the finances, they were once until II o'clock A. M., January 20, 1869, for the TRANSPORTATION OF MILLITARY SUPPLIES-curing the year commencing April 1, 1863, on the following romes:-(Proposals for route No. 8 will also be received by Brevet Lieutenant-Colonel M. I. Luddington, C. Q. M., at Santa Fe, N. M., until the time above mentioned) ROUTE No. 2. From such points on the Union Pacific Rallway, E. D., as may, curing the existence of the contract, be designated by the Chief Qustermaster's Depart-ment of the Missouri, to any places that may be designated by the forwarding officer in the State of Kasmas and Tarritory of Colorado south of fatione 40 degrees north; in such positions of the State of texas and fudien Territory as the north of the Gana-dian river and west of longitude 97 degrees; and to Fort Union, New Mexico, or such other depot. Bidders will state the rate per 100 pounds per 100 miles at which they will transport the stores in each month of the cast of LUW. Wild family and the sen-ther and the transport the stores in each month of the they will transport the stores in each month of the state the fate per 100 pounds per 100 miles at which they will transport the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the stores in each month of the store in the store in each month of the store in the store in each month of the store in the store in each month of the store in the store in each month of the store in the stor a unit, and always voted together. Kelley's fine voice-the envy of the House-was never used to better advantage than on Thursday, and he was listened to with deep interest to the close. Horace Maynard, who, previous to the Rebellion, was on the opposite side of politics from Mr. Stevens, was one of his most ardent admuers. His eulogy was a classic production, abounding in reminiscences of scenes in which both himself and the lamented dead were actors. Maynard is an excellent speaker, with a fine clear voice, and a good presence. Ashley of Ohio was the only member who did not read his enlogy from manuscript.

### The Eulogies in the Senate:

Senator Cameron formally announced the death of Mr. Stevens in the Senate on Friday, and pronounced a brief but able eulogy on his life and character. He was followed by Messrs. Buckalew, Morrill of Vermont, and then Senator Summer. The latter is peculiarly happy in such efforts. No man in either house, perhaps, could equal him in pronouncing a eulogy. It was possibly a little too ornate. But this is Mr. Sumner's usual style. The fact that he read it from manuscript, as he does all his specehes, did not mar its delivery. As he pronounced the last words-"time-server, politician, calculator, stand aside! A hero-statesman passes to his reward !"-the few personal friends of Mr. Stevens from Lancaster, in a corner of the gallery, were not the only ones in that audience in tears, nor were they alone in uttering an inaudible amen to the eloquent words of the Massachusetts Senator concerning the mighty dead.

JOSEPHUS.

## SHIPPING.

# LORILLARD'S STRAMSHIP LINE

# FOR NEW YORK.

On and after December 15, the steamers of this line will sall at roon. Freight taken on accommodating terms. One of the hteamers of the Line will leave every Tuesday, Thursday, and Saturday. Goods received at all times on covered plers. All goods forwarded by New York agent free of charge except cartage.

For further information, apply on the plar to JOHN F. OHL. 8 15 6m

FOR LIVERPOOL AND QUEENS TOWN.-Inman Lane of Mail Steamen ate appointed to sail as follows:-CITY OF LONDON. Saturday, December 26. FOR LIVERPOOL AND QUEENS

CITY OF COAE, Tuesday, December 28, CITY OF BALTIMORE, Saturday, January 2, CITY OF BALTIMORE, Saturday, January 9, ETNA, Tuesday, January 12 CITY OF ANTWERP, Saturday, January 16,

OT to Or to No. 411 CHESNUT Street, Philadelphia.

NEW EXPRESS LINE TO ALEX. SET GENER D. C., via Chesapeake and Delaware Canal, with con nections at Alexandria from the most direct cont for Lynchong, Existol, Knozville, Nashville, Dator and the Southwest.

and the Southwest. Steamers leave regularly every Saturday at noor from the first wharf source Market street.

# PROPOSALS. ARMY TRANSPORTATION.

A BRY TRANSFORMATION OF MILITARY SUPPLIES

**BAILROAD LINES.** 

At 6'30 and 10 A. M., I. 23', 4'30, 6, and 11'30 P. M. for Florence, Edgewater, Riversice, Riverson, Pal-myrs, and Fish House, and 2 P. for Florence and Niverton.

Riverton.
 The 1 and 11:30 P. M. Lines leave from Market
 Street Ferry (upper side.)
 FROM KENSINGTON DEPOT.
 At 11 A. M., via Kensington and Jersey City, New
 York Express Line, Fare \$5, At 7:30 and 11 A. M. 230, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.
 At 7:30 and 11 A. M. 230, and 5 P. M. for Morrisville and Tilytown.

At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morrisville and Tullytown At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Oorn-well's, Torresonio, Helmesburg, Tatony, Winsino-ming, Bridesburg, and Franktord, and at 8 P. M. for Holmesburg and Intermediate Stations, FROM WEST FHILADELPHIA DEFOT, Via Connecting Railway. At 9:45 A. M. 1:20, 4, 6:30, and 12 P. M. New York Ex-press Liber, Yia Jersey City; Fare, \$3:25 At 11 & P. M. Emigrant Liber Fare, \$2 At 12 P. M. (Night), for Morrisville Tullytown. Schenck: A. Eodington, Cornweil's, Forrectale, Holmesburg, At 12 P. M. (Night), for Morrisville Tullytown. Schenck: Eodington, Cornweil's, Forrectale, Holmesburg, The 6:45 A. M., 6:30 and 12 P. M. Janes will run

ford. The 945 A. M., 6:30 and 12 P. M. Lines will run daily. All others, Sundays excepted. For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, so micutes before departure. The cars of Market Street Ladiway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 6'30 and 12 P. M. Lines.

BELVIDERE DILAWARE RAILROAD LINES,

BELVIDERE DILAWARE KALIKOAD HINES, FROM KENSINGTON DEPOT. At 7'80 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghannon, Os-wego, Eyracuse, Great Bend, Montrois, Wikesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

tain, etc. At 730 A. M. and 330 P. M. for Belvidere. Easton, Lambertville, Flemington, etc. The 830 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bothlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON COUNTY IAND PERSERTON AND HIGHTSTOWN RAIL-

FOADS. FROM MARKET STREET FERRY, (Upper Side.) FROM MARKET STREET FLARET, COPPERSID. A17 BAD 10 A. M., 1'30, 8 30, and 5'30 P. M., for Mer-chantsville, Mourestown, Hartford, Masonville, Hainsport, Hount Hour, smithville, Ewanaville, Vincentowa, Birming ham, and Femberton. At 7 A. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cocks:own, New Egypt, Hornerstown, Wrightstown, Cocks:own, Sharon, and High stown. 11 16 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD

fully comply with the requirements of this adver-lisement. The party to whom an award is made must be pre-pared to execute the contract without unnecessary delay, and to give the required bonds for the faithful performance of the contract. The right to reject any and all bids that may be offered is reserved. The contractor on each route must be in readiness for service by the 1st day of April, 1860, and must have a place of business or agency at which he may be communicated with readily, at the starting point or points of his route. Blank forms, showing the conditions of the con-tract to be entered into for each route, can be had upon application to this office, either personsily or by letter, and must accompany and be a part of the proposals. The trains of the Pennsylvania (NOV, 22, 1865, FALL TIMES, TAKING EFFECT NOV. 22 1868, The trains of the Pennsylvania Central Relifered leave the Depot, at THIRTY-FIRST and Mark FT Streets, which is reached directly by the Market street cars the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Cheanut and Walnut hereits cars run within one square of the Depot. Biegping Car Tickets can be had on application at

Biceping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnus

ets, and at the depot. genta of the Union Transfor Company will call and deliver bagge at the depot. Orders left at 901 Chesnut sticet, or No. 116 Market acrest, will

cation. By order of the Chief Quartermaster, Military Di-vision of the Missouri, TRAINS LEAVE DEPOT, VIZ:-

Mail Train. Accommodation, 10 30 A. D., 1 40, and 9 00 P

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

TRAINS ARRIVE AT DEPOT. VIZ .--12'30 P. M 4'20 P. M 4'20 P. M 4'20 P. M. 

READING RAILROAD. -- GREAT TRUNK LINE from Philaceiphia to the interior of Fenns, Ivania, the Schoyikid, Snaquebanna, Cumber-land and wyoming Valleys, the North, Northwest and the Canadas Winter Passenger Trains leave the Company's D. pot. Thitsenth and Callowhill streets, Philadeiphia, at the following hours--MORNING ACCOMMODATION.-At 750 A.M. for Resolute and all intermediate stations, and Allen-town.

**RAILROAD LINES.** 

by Reading and all intermediate stations, and Allen-lown, Reinrring, leaves Reading at 6:25 P. M., arriving in Philadelphia'at 9:25 P. M. MORNING EXPIRES-At 5:15 A. M., for Reading, Lebanon, Earri, burg, Pottsville, Pine Grove, Tama-qua, Sunbury, Wilnamsport, Einstra, Rochester, Niagars Fails, Burfalo, Wilkesbarrs, Pittaton, York, Carliele, Chambersburg, Hagerstown, etc. The 7:30 train connects at Reading with the East Penneylvania Rallroad trains for Allentown, etc. and the 5 is A. M. connects with the 1s banon Valley train for Harrisburg, etc.; at Port Clinton with Catawiasa Rallroad trains for Williamsport, Lock Haven, Einira, etc.; at Harrisburg with Northern Central, Cumber-ind Valley, and Scinylkill and Sesquesana trains for Northumberland, Wallamsport, York, Chamberts-burg, Pinegrove, etc.

AFTERNOON EXPRESS.-Leaves Philadelphia at AFTERNOON EXPRESS.-Leaves Philadelphia at 30 r. M. for Reading, Potaville, Harrisburg, etc., connecting with Reading and Columbia Ballroad onnecting with Reading and Columbia Ballroad rains for Columbia, etc. POTISTOWN ACCOMMODATION.-Leaves Potta-

own at 645 A. M., stopping at intermediate stations: rrives in Philadelonia at 946 A. M. Returning leaven faladelphia at 466 P. M.: arrives in Pottstown as 545 MALADING ACCOMMODATION -Leaves Reading

at 720 A. M., stopping at all way stations: arrives in Philadelphia at 10 20 A. M. Returning, leaves Philadelphia at 4:5 P. M.; arrives

Returning, leaves Philadelphia at 445 P. M.; arrives in Resching at 750 P. M. Trains for Poliadelphia loave H arrisburg at 840 A. M., and Poliaville at 846 A. B. arriving in Philadel-phia at P. M. Alternoon trains loave Harrisburg at 765 P. M., and Poliaville at 546 P. M.; arriving at Philadelphia at 645 P. M. Harrisburg accommodation loaves Roading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Account and a south at 635 P. M., arriving in Philadelphia at 93 P. M. Market train, with a Passey ger car attached, leaves Philadelphin at 1220 moon for Poliaville and all Way Stations, feaves Poliaville at 730 A. M. for Philadel-phia and all other Way Stations. All the above trains rue dairy, Sundays excepted. Suday tash as 213 P. M. and Philadelphia at 913 P. M. Market Rest and a state Poliaville at 300 A. M. for Philadel-phia and all other Way Stations. All the above trains rue dairy, Sundays excepted. Suday trains leave Poliaville at 500 A. M. and Philadelphia at 513 P. M.; leave Philadelphia to Reaching at 500 A. M., returning from Reading at 452 P. M.

M. CHESTER VALLEY RAILROAD. -- Passengers r Downingtown and intermediate points rake that so A. M., 12'30 and 4 00 P. m. trains from Philadel-bia; returning from Downingtown at 6 30 A. M., 12'45 ad 516 P. M.

and 515 P. M. PERRIOMEN RAILROAD.—Passengers for Skip-pack take 7 20 A. M. and 100 P. M. trains from Phila-delphia, returning from Skippack at 510 A. M. and 1245 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skip-nack.

pack, NEW YORK EXPRESS FOR PITTSBURG AND THE WEST,-Leaves New York at 9 A. M., 5'00, and 8 00 P. M., passing Reading at 1'05 A. M., 1'50, and 10'19 P. M., and connect at Harrisburg with Pennsyl-vania and Northern Cebtral Railroad Express Trains for Pithburg, Chicago, Williamsport, Eimirs, Balsi-more, etc.

(a) The pitteburg, Olicago, Williamson, Exhibits I failing for Pitteburg, Olicago, Williamson, Exhibits Alalimore, etc. Returning, Express Train leaves Harrisburg, on strival of Pennsylvania Express from Pitteburg, at 550 a.M., 1050 P.M., passing Reading at 554 a.M., and 1250 and 550 P.M., Siceping Oarse accompanying these trains through between Jorsey City and Pitteburg, without change. Mail train for New York leaves Harrisburg at 850 A.M. and 255 P.M., Mail train for Harrisburg at 850 A.M. and 255 P.M. Mail train for Harrisburg at 850 A.M. and 255 P.M. Mail train for Harrisburg Eenven New York at 12 Noon. ECHUYLKILL VALLEY FAILENOAD.-Trains leave New York at 12 Noon.

4 36 F. M. BUHUYLKILL AND SUSQUEHANNA RAIL-ROAD.- Trains leave Auburn at 7 55 A. M. for rime-grove and Harrisburg, and at 12 16 P. m. for Fine-grove and Tremout, recurbing from Harrisburg at 340 F. M., and from Tremau at 7 10 A. M., and 5 35

BALE OF 1700 CASES BOOTS, SHOES, BROGANS BALMORALS, ETG, On Thursday Morning, December 24, commencing at 10 o'clock, we will sell by estalogue, for cash, 1700 cases men's, boys', and youths' boots, shoes, brogans, calmerals, etc. Also, a superior associment of woman's, missee', and children's city-made goads. 12 19 41 P. M. TICKETS,-Through first class tickets and emi-grant lickets to all the principal points in the North and West and Canadas. Excarsion Tickets from Philadelphia to Reading and intermediate stationa, good for day only, are sold by Morning Accommodation, Market Train, Reading and Potistown Accommodation Trains, at reduced rates. CLAFK & EVANS, AUCTIONEERS, NO. 630

rates. Excursion Tickets to Philadeiphia, 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. Nicolis, General Super-

Commutation 'licket at 25 per cent discount, between any points desired, for rauntes and firms. Mileage Tickets, good for 2009 miles, between all points, at \$5250 each, for families and firms

Season Tickets for three, six nine, or twelve months, for holdets only, to all points, at reduced rates. Clergymen realding on the line of the road will be

AN EXCELLENT

Clergymen realding on the line of the road will be furnished with Cards, entitling themselves and wives to tickets at half fare. Excursion Tickets from Philadeiphia to principal stations good for saturday, shaday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FreiGHT.-Goods of all de criptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets. Freight Trains leave Philadeiphia dally at 435 A. M., 12°,0 noon, S and 6 P. M., for Reading, Lebauon, Harrisburg, Pottaville, Port Citation, and all points beyond.

A Scholarship at CRIPTENDEN'S COMMERCIAL COLLEGE, No. 637 CHEENUT Street, corner of Seventh. Established 1844. Incorporated R83. Marisonic, Policylle, Polit Childelphia Post Office for all Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 215 P. M. BAG :AGE.-Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot, Orders can be left at No. 255 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. COLLEGE, NO. 637 CHEENOT SITES, corner of Sevenit, Established 1844. Incorporated 1853. The qualifications for Business gained at this Insti-tution have proved a fortune to bundreds of yoang men. The instruction is eminently practical, thor-ough, and comprehensive, fitting one in the shortest possible time, at a comparatively small expense, for the employments of Eusiness life Hundreds of our most accompilable 1 and successful business men are among its graduates. The Course of Instruction includes BOOK K EEP-ING in all its branches, as practised in the best busi-ness houses; PENMA AN SHIP, Pialu and Ornsmental, Commercial Calculations, Business Papers, Business Practices, Commercial Law, etc. etc. Buddents instructed separately, at such hours, DAY and EVENING, as may best suit their convenience. Biplomas awarded on graduation. Circulates on Sphilosuum. WEST CHESTER AND PHILADELPHIA ALLROAD,-WINTER ARRANGEMENT. W EST CHESTER AND PHILADELPHIA KAILROAD.-WINTER ARRANGEME ST. -Un and atter MONDAY, October 5, 1885, Trains will leave as follows:-Leave Philadelphia from the Depot, THIRTY-FIRST and OHESNUT Streets, 745 A. M., 11 A. M., 2 30 P. M. 415 P. M., 400 P. M., 615 and 11 30 P. M. Leave West Chester for Philadelphia, from Deport on Fast Market attect At 6 23 A. M., 745 A. M., 800 A. M., 1036 A. M., 765 P. M., 400 P. M., and e35 P. M. 'If Public atter at 8 00 A. M., and leav-ing Fhiladelphia at 450 P. M., 801 dester at 7:55 A. M., and going West will take the stain leaving Fast, will take train leaving West Chester at 7:55 A. M., and going West will take the stain leaving Philadelphia at 450 P. M., and transfor at B. U. Junction. application. The CRITTENDEN COMMERCIAL ARITHME. TIC AND BUSINESS MANUAL, SEVENTH EDI-TICN, for sale at the College. Price, \$1'50. Mailed TION, for sale at the College. Price, \$1'50. Mallen free. The MERCHANT'S MONTHLY, an eight-paged paper, devoted to the interests of Business Mon, Young Men, and Families, containing articles on Practical Business Subjects, Business Dealings, Ope-rations, Means of Success, Commercial Law and Political Economy, Items of Business Intelligence, Stories, P. etry, Essays on Bocial Topics, Anecdores, Ekcetches of Mercanthie Life, and a miscellany of an Instructive and entertaining character ONLY FIFTY CENTS a year, in advance. Clubs of Seven, 13: Clubs of Twelve, 45. To any person sending TEN NAMES and FIVB DOLLARS we will send the Commercial Arithmetic free of charge. S. H. CRITTENDEN & CO., No. 637 CHESNUT Street, 13:15:17:15:21:23rp Philadelphis, Pa. Junction. The pept in Philadelphis is reached directly by the Chesnut and Walsut Street cars. Those of the Market Street line ran within one square. The cars of both lines connect with each train upon its arrival-ON SUNDAYS, Leave Philadelphia at 8 30 A. M. and 200 P. M. Leave West Chester at 7 36 A. M. and 100 P. M. Trains leaving Philadelphia at 7 45 A. M. and 4750 P. M., and leaving West Chester at 800 A. M. and 4750 F. M., connect at H. O Junction with Trains on P. & H. C. R. R., for Oxford and Intermediate points. 4102 HENRY WOOD, Generat Sup't. arrival. 1868.

AUCTION SALES

11

BUNTING, DU&BOBOW & CO., AUCTION -CF BARK Street, Buccessors to John B. Myers & Go.

LARGE SALE OF BRITTSH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, Dec. 24, at 10 o'clock, on four months' credit, [12 18 54 CARPETINGS, OLL CLOTHS, ETC. Also, at 11 o'cleck, 200 pieces ingrain Venetian, 185, hemp, cottage, and reg carpetings, 100 pieces floor eli clobs, etc. 12 19 44

CLOSING BALE OF 1500 CASES BOOTS, SHORS, RIC., ETC. On Tuesoay Moralog, December 29, at 10 o'clock, on four months' credit.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOLETH STREET. Sale at the Auction Rooms, Nor. 139 and 141 S. Fourth Sale at the Auction Rooms, Nor. 139 and 141 S. Fourth BIRGEL HANDSOME FURNITURE, PI ANOS, MIRRONS, CHANDRILERS, HANDSOME VELVET, BRUS-PELS, AND OTHER CARPETS, ETU On Thurnday Moraing, Tre 24, at 9 o clock, at the shotion rooms, by cata-induce, assist association of superior household far-induce, comprising – Handsome valuat partor, ibrary, ard animg-room furniture; ciled walant chamber suits: costage chamber suits; superior rosewood plano forte; line French villate martel and pler mir-rors, wardrobes, houk ca es sidsbards; extension, centre, and bouquet tables; chins, ghass, and plated ware beds and beddies, doo hair mattersees, office and coshing stoves, handsome conducters, sup or for musical box, rosewood store-scopes and views, fine oi painting stode agravings; handsome vivet. Brus-sels and other carpets, etc. 122421 AMARTIN BROTHERS, AUCTIONNEEDS

MARTIN BROTHERS, AUUTIONEERS,-

N. (Lately Salesmen for M. Thomas & Sons.) No. 129 OHASNUT St., Fear entrance from Minor.

No. 129 CHESENUT SI., Fear entrance from Minor. Sale No 23: Howard street. HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITORE, FINE BAUSSELS CARPETS, FTO, On Thursony Murping. 24th Instant, at 10% o'clock, at No 223t Howard street, nbove Front and Snaquenanna sysaue, the entire Furniture, is clucing hand-ome walnut-sand crimson plosh parlor furniture, 2 hand-ome walnut-sand crimson table, very fine Brussels, ingrain, and Yenetian car-pets, kitotas utesalis, etc. The turniture is equal to new. May be seen early on the morning of sale, 12 21 31 Crimon and Chief H. 5 CON

THOMAS BIECH & SON, AUCTIONEEBS AND COMMISSION MERUHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sanson and

Sale No 1110 Che\*nnt street. ELFGANT CABINET FURNITURE, 7 PIANO FORTES, FINE CARPETS, MIRRORS, BOOK CASES, FLATEO WARE, EFG. On Thursday Morning, At 10 o'clock, at the anction store, No. 1110 Chesput street, will be sold a large assortance to felegant Furniture, including several rich parlor suits, in pro-catelle, terry, pinch and reps: oak dialog-room suit, four rosewood and three mahogany plano fortes. to-gether with a general assortance to 'parlor, chamber, uintna-room and ibrary turniture. 12 22 25

FINE FURS, BUFFALO ROBES, ETC. On Thursday Morning, At the auction store, will be sold, 2 sats of Hudson Bay sable muffs and trimas. Also, an amortment of other furs; 12 buffalo robes, etc. Also, an invoice of new cloth coats and yeats [11

C. D. MCCLEFS & CO., AUCTIONEERS

Will sell THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hoslery, Stationery, Table and Pocket Cutiory, Notions, etc. City and country merchants will find bargains. Terms cash. Goods packed free of charge

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET SL.

B. SCOTT, JR., AUCTIONEER. SCOTTS ANT GALLERY, No. 1020 CHESNUT street, Philadelphis.

INSTRUCTION.

CHRISTMAS PRESENT

FOR YOUNG MEN.

LUMBER.

SPRUCE JUIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.

8 BEASONED CLEAR PINE. 1 BEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. EPANISH CEDAR, VOR PATTERNS. BED CEDAR.

FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIEGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLOEIDA STEP BOAMDS, RAIL PLANK,

WALBUT BDS AND PLANK. WALBUT BDS, AND PLANK. WALBUT BOARDS, WALBUT FLANK.

UNDERTAKERS LUMBER.

RED CEDAR. WALNUT AND FINE

SEASONED POPLAR. SEASONED CHEERY.

WHITE OAK PLANK AND BOARDS. HIGHORY.

CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING.

CLOTHS, CASSIMERES, ETC.

DANTALOON STUFFS

JAMES & LEE,

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CIGAR BOX MAKERS' CIGAR BOX MAKERS' EPANISH CEDAR BOX BOA FOR SALE LOW,

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BOARDS,

CHESNUT Street.

#### The Formal Announcement,

There was a death-like stiliness after the reading of the journal on Thursday, when the Speaker recognized "the gentleman from Penn" sylvania." The Hon. O. J. Dickey srose in Mr. Stevens' old seat, which he had selected only the day before at the general drawing for seats At that moment he was the "observed of al observers." From the time of Mr. Stevens' death there was a singular in erest as to who should be his successor in the House, Mr. Dickey was, therefore, naturally subjected to the disadvantage of a comparison with his renowned predecessor. Of meditim stature, ex. ceedingly spare figure, with the face of a student. and a head nowise remarkable from that of dozens around him, it is no injustice to him when I say that his personal appearance did not make much impression upon the House. People had been accustomed to see another form there. which, though tottering under the weight of years, still wore that commanding aspect which belongs to men born to be leaders. Above all there was missing that extraordinary head and face, casily, picked out of ten thousand, which, once seen, could never be forgoiten. The more thoughtful may have felt, with Senator Morrill, of Vermont, that "we have had but one Benjamin Franklin and one John Rancolph, and we can scarcely hope to have but one Thaddeus Stevens." But the masses manifestly measured the new representative from the Lancaster district by the standard which they had long ago accorded his predecessor. This was a mistake. It brought disappointment to them and embarrassment to Mr. Dickey. It was his maiden effort in the House, and happily for him it was a labor of love. Mr. Dickey may be a good country lawyer, but he is not an orator. He has none of that fire which can move an audience to frenzy, and little of that pathos which, when skilfully used, melts them in tears. What he may be as a debater remains to be seen. His eulogy on Mr. Stevens does him credit simply as a composition. Its delivery, however, was very commonplace. Mr. Dickey has a voice somewhat resembling that of Speaker Colfax. An impediment in his speech, however, makes his uticrance rather indistinct, and as he did not succeed in raising his voice to the proper pitch, he was not heard in all parts of the House. Other Enlogies in the House.

Of the eulogies pronounced upon Mr. Stevens in the House, the best were those of Judge

Freight received daily. WM. P. CLYDE & CO., No. 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandris, Vir pinis. ginia. 

NOTICE.-FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. EATRIEST STEAMBOAT COMPANY. The Steam Propellers of this line teave DAILY from first wharf below Market street. THROUGH IN 21 HOURS. Goods Arwarded by all the lines going out of York. North, East, and West, free of commission. Freights received at our usual low rates. WILLIAM P. CLYDE & CO., Agenta. No. M 5. WHARVES, Philadelphia, JAMES HAND, Agent. No. 19 WALL Street, corner of Sorth, New York

No. 119 WALL Street, corner of South, New York

PHILADELPHIA, RICHMOND AND NORFOLK STRAMSHIP LINE, SOUTH AND WEST, EVERY BATURDAY, At noor, from FIRST WHARF above MARKET HUUUUU

THROUGH BATES and THROUGH RECEIPTS

to all points in North and South Carolina, via sea board Air Line Rairoad, concecting at Portsacouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Rienmond and and to Lynchoos a transformer and Kichmond and Virginia and Tennessee Air Line and Richmond and Danville Rairoad, Freight HANDLED BUT ONCE, and taken at LOW ER RATES THAN ANY OFFICE LINE. The regularity, safety, and cheapness of this rouse commend it to the public as the most desirable me dum for carrying every description of treight. No charge for commission, drayage, or any expense of transfer. Bitenmships inspred at lowest rates.

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T, P, CROWELL & CO., Agents at Norfolk. 612

### STEAMBOAT LINES.

PHILADELPHIA AND TREN-LD WIN FORLING TORNOGAL AND TREN LD WIN FORLING TORNOGAL AND THE STEEDINGS Trenton, stopping at Tacopy, Torresdate, Severiy Barilogton, Bristol, Florence, Eobuins' Wharf, and White Hill. eaves Arch Street Wharl Leaves South Trenton. Leaves Arca Struct what Leaves South Trenton. Baurday, Lec 19, 60. (20) Saturday Dec. 19, 8 A.M. Monday, "21, 65 A.m. (Monday, "21, 10 A.M. Tuesonay, "22, 7 A.M. Tuesonay, "21, 11 A.M. Wed'day, "23, 8 A.M. Wed'day, "23, 12 M. Thursday, "24, 85 A.M. Hursday, "23, 12 M. Friday, "25, 9 A.M. Friday, "25, 1 P.M. Frace to Trenton, 40 cents each way; Intermediant places, 25 cents. 41 places, 25 cents. 4 11

FOR NEW YORK-SWIFT-SURE Transportation Company Despatch and, on and after the 18th of March, leaving daily at 2 M. and 5 P. M., connecting with all Northern and Castern lines. Eastern lines, which will be taken on accommodating For treight, which will be taken on accommodating terms, apply to William M. BAIRD & CO., 112 No. 182 S. DELAWARE Avenue,

## STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED

E hand. ] N. B.-Jobbing of all kinds promptly done. 5 102

THOMPSON'S LONDON KITCHENER, or EUROPEAN RANGE, for families, hotels, er public institutions, in TWENTY DIFFER-ENT SIZES. Also, Philadelphis, Banges, Hot-Air, Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Bollers, Siew-hole Plates, Eoliers, Cookiag Stoves, etc., wholesale and retail, by the manufacturers, SHARPE & THOMPSON, 11 25wfmsm No. 209 N. SECOND Street,

Large quantity of Artifiery Implements and Equipments.
13,145 Ehot, Shell, Bpherical Case, Stands of Grape and Canister. for smooth bore and rified guns, of various calibres.
26 Foreign Model arms, of various calibres.
27 Burnside Carbines, good order.
286 Food Artillery Swords, good order.
286 Ford Artillery Swords, good order.
286 Ford Artillery Swords. good order.
29 Springheid Rifled Muskets, ca. 58.
27 Killes, assorted.
27 Synthese and Shot Guns.
28 Light Artillery Sabres.
29 Kulley Musicians' Swords.

Route No. 2, 20,000,000 pounds; on koute No. 3, 10,000,000 pounds. Bidders will state their places of residence, and each proposal must be accompanied by a deposit of \$2000 (no eaco certified check payable to the order of the undersigned), as a gnarantee that in case as award is made to him the bidder will accept it and enter into contract with good and safficient security in accordance with the terms of this advertisement: said sum to be forfelied to the United States in case of failure by the party to whom the contract may be awarded, to execute in due form such contract. Each bicder must be present at the opening of the proposal, or be represent at the opening of the moute No. 2 in such amounts as shall be fixed by the undersigned; on Roste No 3, \$100,000. Ballsfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposels must be indorsed "Proposals for Army Transportation on 'oute No. 2," or "3," as the case may be, and none will be entertained unless they fully comply with the requirements of this adver-lisement.

Blanks for proposals will be furnished on appli-

12 17 [m] L. C. EASTON, Dep't P. M. Gen. U. S. A., C. Q. M., Dep't M.

GOVERNMENT SALES.

SALE OF CONDEMNED ORDNANCE AND ORDNANCE STORES,

Will be sold, at Public Auction, at Fort Monroe Arsenal, Old Point Comfort, Va., on MONDAY, the 28th day of December, 1868, at 10 o'clock A. M., a large quantity of stores, consisting in part of the following articles, viz.-

articles, viz:-249 Field, Siege, and Sea-coast Cannon, Howitzers, and Morters, cest iron (247) and bronze (2), of various calibres, 67 Wrought from Gun Carriages and cast iron Mortar Beca

Large quantity of Artillery Implements and Equip-

Sporting Rifles and Shot Guzs,
Sporting Rifles and Shot Guzs,
Stight Artillery Sabres,
Str. C. O. and Musicians' Swords,
Infantry Accouttements, Horse Equipments, and Email Arm appendage.
Artillery and Cavairy Bits and Iron Parts, for field carriages.
C. Grs Carridge Bags (fiannel and serge).
Houe and Corn Sacks.
Black smiths', Carpenters', Saddlers', and Armorars' Tools, etc.
Thirty days will be allowed for the removal of cannon; fonrieen days for all other stores.
Terms of Sale-Ten per cent, cash to be paid on day of sale, balance on delivery of the goods.
A catalogue of the articles to be soid will be fir-nished upon application at this Armenal, or at the Ordnance Office, Washington, D. C.
The efficience of the making the sale venever the bidding does not come up to the Hant that may be fired by proper authority on some of the articles, or when-ever the interests of the United States, in his opinion, in a buspeved by so doing.
I. Z. BAYLOR,
Mal, of Ordnance and Byt, Col. U. S. A., Comd's,

ay be subserved by so doing. 12 8 171 J Maj. of Ordnance and Byt. Col. U. S. A., Comd'g.

# ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY MACHINALST, BOILER WORKS.-NEAFIE & LEVY MACHINALST, BOILER MAKERS, BLAOK MITHS, and FOUNDERS, having ior many years even in successful operation, and been exclusively ingaged in building and repairing Marine and River ranks, Fropeliers, sic, etc., respectfully offer their very less to the public as being fully prepared to con-very is to the public as being fully prepared to con-very is to the public as being fully prepared to con-very less to the public as being fully prepared to con-very description of pattern-making made at the shortest notice. High and Low-presaure fine Tubolar and Cylinder E. Stern, of the best Pennsylva-ana charcoal from. Forgings of all sizes and kinds for and Ense Castings of all descriptions. Boil tuning, Scriw Cutting, and all other work connected whithe above builtings. On all descriptions. Boil Tubing, and appendersiona for all work done as an examined and appendersiona for all work done as Drawings and specifications for all work done at incestablishment free of charge, and work guaran-

The subscribers have ample wharf-dock room for

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l	the Freising L	JACOB O. NEAFIE
	8.34	BEACH and PALMER Stream

7. VAUGHN MEEBICE. WILLIAM H. MEEBICE OUTHWARK FOUNDRY, FIFTH ANI WASHINGTON Streets.

AJ WASHINGTON Streets, FHILADELPHIA, MERRICK & SONS, BENGINEERS AND MACHINETS, mannfactore High and Low Preserve Steam Engines for Land, River, and Blarine Service, Ecdiens, Gasometers, Tanks, Iron Boats, etc. Easings of all kinds, enher iron or brins. Iron Frame Roofs for Gas Work, Workshops, and Hailrood Stations, etc.

Railroad Stations, etc. Reforts and Gas Machinery, of the latest and most

Improved construction. Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Ol Steam Trains, Defectors, Filters, Pumping, En-

Steam etc. Bole Agenta for N. Billeux's Patent Sugar Bolling Apparates, Nessbyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

TRUSSES.

"SEELEY'S HARD RUBBER TRUSS, No. 1847 ORESNUT Street. This Truss cor-rectly applied will care and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing. fitted to form, newer runts, breaks, solls, becomes limber, or moves from pisce. No strapping, Hard Rubber Abdominal En-porter, by which the Mothers, Corpulant, and Ladies auffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pite mathementa Shoulder Braces, Einstic Stockings fo weak limbs, Banpensions, etc. Also, large stock bes Loather Trusses, half usual price. Lady in attend nos. 1999

D.B. KINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately re-moved to South ELEVENTH Streets, between MAR-wer and CHERNUT. Hissuperiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affect liers of superiority in the proverbial. Desaass of the skin, appearing in a hundred dif-ferent forms, totally eradicated in endred dif-ferent forms, totally eradicated in endred dif-weakness, and all nervous debilities scientifically and successfully treated. Office hours from \$ A, M. 0 \$ F.M.

BAMUEL H. WALLACE, Ticket Agent at the Depot. Ticket Agent at the Depot. The Pennsylvania Bailroad Company will not as-nome any risk for Esggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by apecial contract. EDWARD H. WILLIAMS, 420 General Esperintendent Aluona, Pa,

DHILADELPHIA, WILMINGTON, BALTIMORE RAILROAD,-TIME TABLE,-Commencing MONDAY, November 23, 1868,-Trains will leave Depot correct Broad street and Wanhingot corner Broad street and Wi

wini leave Depot correr Broad street and Washing-ton avenue, as follows:-Way-Mail Train at 8 30 A. M. (Sundays excepted), for Balimore stopping at all regular stations. Con-necting with Delaware Balicosd at Wilmington for Grafield and Intermediate stations. Express, Train at 12 M. (Sundays excepted) for Balimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-Grace. Connects at Wil-mington with train for New Casile. Express Train at 400 P. M. (Sundays excepted) for Balimore and Washington, stopping at Chester, Touriow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North-East, Charles-town, Fe-ry ville Havre de Grace, Aberdeen, Perry-man's, Edgewood, Magnolia, Chase's, and Stemmer's Rus. Might Express at 11:30 P. M. (Daily) for Baltimore and Washington, atopping at Chester, Eikton, North-East, Perryville, and Ekvre de Grace. Passegera for Forirees Monroe and Noriolk will take the 12'0 M. train.

Stopping at all Stations between Philadelphia and

Wilmington. Leave Philadelphia at 1140 A. M., 230, 500, and 100 P. M. The 500 P. M. Train connects with Dela-ware Rainroad for Harrington and intermediate

ware Rairoad for Harrington and intermediate stations. Leave Wilmington 7 66 and 8:10 A. M., 130, 415 and 700 P. M. The Sto A. M. Train will not stop between Chester and Philadeiphia. The 7:00 P. M. Train from Wilmington runs cally: all other Accommodation Trains bandays excepted. From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:25 P. M., Express, 7:25 P. M., Express. EUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M. stopping at Mag-nolia, Ferry man's, Aberdeen, Havre de Grace, Perry-ville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester, instat, to all points West, South, and

and Chester, Through tickets to all points West, South, and Through tickets to all points west, South, and southwest may be procured at licket office, No. 825 Cheenni street, under Continental Hotel, where also State Rooms and Bettba in Steeping vars can be secured during the day. Persons purchasing tickets at this office can have baggage chroket at their real-dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE-THROUGH AND DIRECT ROUTE BETWEEN PHILADELCHIA. BALTIMORE, HARRISBURG, WILLIAMSPORT. AND THE GREAT OIL REGION OF PENNSYL-VANIA. Element Stepping Concentration of PENNSYL-

AND THE GREAT OIL INDEX TAIDS IN A STATE OF A STATE OF

Mail and Express connect with oil Oreek and Allegheny River Raliroad, BAGGAGE CHEOKED THROUGH, 111 General Superintendent,

W EST JERSEY RAILROADS, -FALL AND WINTER ARRANGEMENT, From fost of MARKET Street (Opper Perry). Commencing WEDNESDAY, September 16, 1888. For Cape May and stations below Millyille, 315 P. M.

P. M. For Millville, Vineland, and Intermediate stations 8'15 A. M., 8'15 P. M. For Bridgeton, Salem, and way stations 8'15 A. M and 8'30 P. M. For Woodbury at 8'15 A. M., 8'15, 3'30, and 6'00 P. M. Freight train leaves Camden daily at 12 o'clock

Freight received at second covered whas below Walnut street, daily. Freight Delivered No. 225 South Delaware avenue. WILLIAM J. SEWELL, WILLIAM J. SEWELL,

925

Leave Philadelphis 9% A. 25, 2 and 7 P. M. Leave Chestnut Hill 750 A. M. 12 w, 549 and 925

Leave Chestnut Hul 756 A. M. 12 40, 540 and 923 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, And 11 06 A. M. 156, 5, 156, 55, 56, 516 and 115 F. M. Louve Norristown 540, 7, 750, 9, and 11 A. M., 156, 5, 166, 656, 506 656 F. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 250 and 9 F. M. Leave Rotristown 7 A. M., 570 and 9 F. M. Leave Philadelphia 6, 75, 9, and 1105 A. ... 156, 5, 166, 654, 606, and 115 F. M. Leave Philadelphia 6, 75, 9, and 1105 A. ... 156, 5, Leave Philadelphia 6, 75, 9, and 1105 A. ... 156, 5, Leave Philadelphia 6, 75, 9, and 1105 A. ... 156, 5, Leave Philadelphia 7, 70, 95, and 105 A. ... 156, 5, Leave Philadelphia 6, 75, 9, and 1105 A. ... 156, 5, Leave Philadelphia 8, 75, 9, and 1105 A. ... 156, 5, Leave Philadelphia 9 A. M., 55 and 75 P. M. Leave Manayunk 75, A. M., 6 and 95, P. M. Leave Manayunk 75, A. M., 6 and 95, P. M. Leave Manayunk 75, A. M., 6 and 95, P. M.

NORTH PENNSYLVANIA RAILEGAD.

NORTH TENNSXLVANIA HAILE0AD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMOPORT, WILKES-BARME, MAHANOY UIY, MOUNT CARMEL, PITTSTON, TUNKHANNOUK, AND SURANTON. WINTER ARBANGEMENTS. Passenger Trains leave the Depol. corner of BERKS and AMARICAN Sirects, daily (Sundays excepted), as follows:-

as follows:-At 745 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hasleton, Williamsport, Wilkesbarre, Mananoy City, Pluston, and Tunknaunock. 945 A. M. (Express) for Bathlehem, Easton, Allen-town, Mauch Chunk, Wilkesbarre, Pitiston, and

town, Macon Chunk, Wincessifte, Fusicon, and Stration. At 145 P. M. (Express) for Bethlehem, Manch Chunk, Wilkeebarre, Fitaton, and Scratton. At 500 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 1045 A. M. and 11 30 P. M. For Lansdale at 521 P. M. Fort Lansdale at 521 P. M. Firth and Eixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

and Union Oity Passenger Railways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 910 A. M., 210, 525, and 830 P. M. From Doylestown at 835 A. M., 455 and 7 P. M. From Landale at 730 A. M., 455 and 7 P. M. From Fort Washington at 10 45 A. M. and 310 P. M. ON SUNDAYS. Philadelphia for Bothlehem at 9 30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Bazgage checked through at Man's North Pennsylvania Baggage Express Office, No, 105 S. FIFTH street. ELLIS CLARK, Agent.