LITERATURE.

REVIEW OF NEW BOOKS.

THE OLD WORLD IN ITS NEW FACE. By Henry W. Bellows. Vol. II. Published by Harper & Brothers. Philadelphia Agents: Claxton, Remsen & Haffelfinger.

The ordinary route of the European tourist has been so often described that it is difficult to say anything new about it. Dr. Bellows' narrative, therefore, does not tell us anything that has not been told before in books of travel innumerable, but it is valuable as containing the impressions of an intelligent and cultivated gentleman, who knew how to use his eyes and ears, who was unbiassed by prejudices, and who endeavored to look on life in the Old World in an appreciative spirit. Dr. Bellows' descriptions of persons, scenes, and incidents are fresh and graphic, albeit at times a little prolix, and his comments are evidently honest and dictated by a desire to do justice in all cases when he could commend. During his visit to Rgypt Dr. Bellows was much impressed with the Mahometan religious, observances, and his conclusions are that there must be some real vitality in such religion for it to exert the influences that it does. He looked upon the worship of the Mahometans with the largest Christian charity, and he saw many things in the simplicity of their ceremonials, the multiplication of mosques, open alike to rich and poor at all hours, and the attention which all classes give to their religious affairs, which might be imitated with advantage by Christians. The Catholic observances did not impress Dr. Bellows so favorably, and he expresses considerable apprehension at the spread of Roman Catholicism in this country. His description of the ceremonials which he witnessed in Rome are interesting, however, and will repay perusal. We quote the following account of a pontifical Mass at St. Peter's Church in Rome:-

I have just returned from the Pontifical Mass Guards, in their univorms of plack and orange slashed with red, filed into the chapel, followed by the hundred or two of strangers who had dressed themselves, the ladies in black, with black verls on their heads, the gentlemen in black dress suits, according to the rigid exignetic of these grand ceremonial occasions. The cardinals came in one by one, each followed by his attendant priest, kneit before the altar and took their seat on a raised data, common to all. As each came in all the seated cardinals rose until the new c mer had taken his place. They were dressed in long red closks with enormous trains, over white priests' smocks, with red stockings, white tur capes, and a scull-cap of red. It was no easy matter for them to manage their robes in all the prostrations, salutes, and movements they passed through in the course of the service. At 11 o'clock a procession of other cardinals, bishops, and priests ushered the Pope into the chapel. He took his place upon his throne on the left hand of the altar. He was dressed in white satin robes emoroidered with gold, and wore a white skutlcap. He looks now about 73 years old. His face is mild, patient, and benignant, and he enters into all church ceremonies with marked earnestness and simplicity of bearing. is large and commanding, his head full and well shape i, and he looks more as Edward Everett did in the closing years of his life than soy person I can now think of. He was nded by two cardinals, one on the right and another on the left, who were raised above thers. One looked as Antonelli ought toa man with a hooked nose and a firm jaw, fitted to uphold the Pope's temporal government in its most imperilled hour. The service was chiefly consucted by a cardinal b shop, who id a grand voice, and could be heard by all e assembly. Another cardinal sat on the atform of red cloth at the foot of the pe's throne, who had special functions to erform, such as swinging the censer at his Holiness at certain intervals. The Armenian Patriarch held the candle whenever the Pope any small portion of the service. His book was meanwhile supported by another grandee the Church, and everything, to the holding of his skirts, seemed assigned in most careful gradation to those having the precise claim to the privilege. Nothing could exceed the punc-tiliousness and etiquette observed. I have often been amozed at the knowledge of their several parts displayed by performers in the compli-cated arrangements of secular and stage spectacles, but the memory and method observed in a contifical mass exceeds every other achievement the way of conquering ceremonial complexity. I will not attempt to describe the order of the ceremony, which, except in splendor and the presence of the embodied dignity of the Roman Church, was like any other high mass. The famous choir of the Sistine Chapel had much the largest part of the work to do, and they did it with a piccision and copiousness and magnificence of musical effect which entitle them to their superlative reputation. The "Gioria" exceeded in exquisiteness of harmony in light and shade, in fullness of sound, and exactness of rendering, anything in shape of unaccompanied male voices I ever heard.

At the moment when the sacred elements were undergoing their imaginary transubstantiation, scene was truly impressive. A profound dence reigoed while Pope, cardinals, and the whole assembly knelt and waited as if the Catholic Church is true to its theories Having adopted the incredible dogma of Transubstantiation, it honors it with logical reveence. Everything hinges, as well it may, on this tremendous assumption. It is the presence of the consecrated mass that hallows the altar. "Put on your hat," said one of the tunctioparies to me in a cold church one day, "the Host is not on the altar." Another point, deference to superiors is emphasized in every possible way, and thus hierarchical order is kept up. All the cardinals to-day in turn paid their homage to the Pope by kissing his hand, In turn, beginning with the eldest, they did omage to each other, passing the "pax robis-"down from the upper cardinal to the last appointed. Precedence is observed as strictly as t court The cardinal of highest rack swings he censer at the Pope. A bishoo swings it at the ardinals in turn, who rise and bow as the official atutes them with the incense. Then the ishops are incensed in their turn by a priest, and maily the priest by a deacon, and so the stiquette is laboriously kept up. Nothing could serve better to uphold, in the eyes of the people, the official sanctity of the priesthood or the significance of the clerical rank. Among the cardinals, one was dressed in black robes, with a black cape; another in grevish robes, with a grey cape, and the Armenian Patriarch had his own colors, and wore a beard. All the proper nau priests, from the Pope down, are shaven and shorn, and wear the consure. The cardinals are mostly beyond sixty, judging by their faces. Most of them appear to be Italians, and faces. Most of them appear to be Italians, and have large Roman noses, large eyes, small chips, and well-rounded faces. They are not what we should call spiritual-looking men, but they are aristocratic and marked in features. bad expressions. One meets them in their red and gitded coaches in every part of Rome, usually with two footmen in gaudy liveries on the foot-board, and a venerable coachman on and have for the most part good heads and not the box. Sometimes in the Borghese or other public drives they are met walking, with the inseparable flunkeys behind them, and the car-Dr. Bellows' work is issued in handsome

style by Messrs. Harper & Brothers, and it will doubtless find appreciative readers.

JESUS OF NAZARETH. By Lyman Abbott. Illustrated with designs by Doré, De Lacoche, Fenn, and others. Published by Harper & Brothers. Philadelphia Agents: Claxton, Remsen, & Haffelfinger.

Taking the four Gospels as a foundation, Mr. Abbott has prepared a life of Christ with the events arranged in exact chronological order, and "illustrated by whatever light can be thrown upon the entire narrative by a careful study of the circumstances and conditions of the age." Dismissing theological and critical dogmas, he has endeavored merely to present a parrative of Christ's life and labors which will be acceptable to Christians of all shades of opinion.

The work opens with a description of the rise and progress of the Jewish Commonwealth, and although the analogy between it and the United States seems rather forced, Mr. Abbott's treatment of the subject will enable the majority of readers to gain a clearer idea of the Jewish system than they can from the sacred narrative alone. The description of the public and private manners and customs of the Jewish people are interesting, and the account of the trial of Christ is a vivid analysis of the ancient system of jurisprudence.

The work is handsomely printed and bound, and it is illustrated by a number of superior designs of eminent artists.

-From Claxton, Remsen & Haffelfinger we have received "Nature's Nobleman," by the anthor of "Rachel's Secret," etc. Published by Harper & Brothers. This is an interesting novel of the present day, in which the author illustrates the moral-

"Better not be at all

-"Zell's Popular Encyclopedia," the third and fourth numbers of which we have received, is one of the most important and com_ mendable works that has been undertaken of late in this country. It places a vast variety of information before the public in a shape to suit the pockets of the poor as well as rich. Each weekly number contains eight pages, and is published at the low price of ten cents. Every subject admitting of it is illustrated, and the work when completed will contain an amount of information which cannot be estimated by any pecuniary valuation. The work is edited by L. Colange, Esq., assisted by eminent literary and scientific gentlemen, and is published by T. Ellwood Zell, Nos. 17 and 19 South Sixth street.

-The February number of Captain Mayne Reid's magazin, e Onward, published by G.W. Carleton, of New York, has variety enough and interest enough in its contents to suit the most exacting tastes. Tales of exciting adventure, such as Captain Reid is famous for, are interspersed with love stories and poetry of the most tender and hear-subduing description, and the imaginative portions of the magazine are judiciously intermingled with papers on a variety of entertaining subjects of popular interest. Among the miscellaneous items under the head of "Trifles" we find Captain Reid squaring off at Boucicault in this fashion:-

Here is a funny little speech, from the line of a celebrated playwright-Boucicaust by nameaccording to newspaper report delivered from the stage of a Dublin theatre, and to an Irish

"I intend to devote myself entirely to literary pursuits, and I shall endeavor to send you, from time to time, pictures of Irish life and character, better even than those of the Colleen

Ghost of Gerald Griffin! Leap up out of your grave, and smite, hip and thigh, this dishonorable charlatan! Better "eveu" than those of the Colleen Bawn! As if he, Dion Boucleault, had ever conceived a single character in the "Colleen," or known anything about them, till the day on which he filched them from the dead and greatly lamented author of 'The Colle-gians!" We may expect some day to see this dramatic stage-carpenter stand behind the foot-lights of a New Orleans theatre, and proclaim to the planters of Louisiann that he will yet give them better pictures that those we suppose ourselves to have painted under the title of "Quadroon," even to the suggestion in a note corner of our somewhat voluminous scribblings pseudonym of 'Octoroon"-never heard either in Louisiana or elsewhere, but of which this dramatic trickster has availed himself to come purpose. If there be anything calculated to throw doubt on Shakespeare's existence, "it is such naked plagiarism as this going unchal-lenged right before the world's face and in the teeth of the present time-supposed never to have been surpassed in intelligence.

A charge of plagiarism against himself Captain Reid disposes of thus:-

Talking of piaglarism, we are ourselves under a charge of it. In the first number of this magazine we proclaimed all the "articles" original. It did not occurto us that under the very prosaic title "articles" would be included the piec s of octry used by us partly for type ornamentation, and partly to till up the blank spaces on pages.

Some critic, bowever, more discriminating than we—the editor of the Washington Star, we believe-reminds us that we have made a mistake; he discovering in our pages a poem not original with us, but written by a celebrated American poet, George Prentice, of Louisville. It chances to be the only article in our maga-ine "not" our own; but, for all this, we owe the editor of the Washington Sar an explana

tion, and the author of the poem an apology, The latter has been sent in a private letter to Mr. Prentice himself, on the moment of our apprehending the mistake; and the former is here appended:-

Some fitteen years ago we found the verses any author's name attached. They seemed to us so good we could not help treasuring them up—so sweet we could not resist laying them before the readers of Onward. Had we known who was their author, and especially that it was a poet who has more than once sounded the depths of our own heart, we should have been the last to have fliched from him the

We hope this explanation will satisfy even the bypercritical critic of the Washington Star.

CEORGE PLOWMAN.

CARPENTER AND BUILDER.

REMOVED TO No. 184 DOCK Street, PHILADELPHIA.

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands
Tent, Awning, Trunk, and Wagon Cover Duck,
Also, Paper Manufactulers Drior Felts, from on
to several feet wide: Pauling, Beiting, Sail Twine, etc
JOHN W. EVERMAN & CO.,
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W I L I I A M S. G R A N T
COMMISSION MERCHANT.
No 88. DELAWARE Avenue, Philadelphia.
AGENT FOR
W. Baker & Co.'s Chocolaie, Cocca, and Brome,
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Bolta and Nalls.

RAILROAD LINES.

PEADING RAILROAD.—GREAT TRUNK
LINE from Philadelphia to the interior of
Penns, ivania, the Schoylkili, susquehanna, Cumberland and wyoming Valleys, the North, Northweet
and the Canadas. Winner Arrangement of Passenger
Trains, December 14, 1853, leaving the Company's
Depot, Thirto-inth and Callowhili stress, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 726 A. M.
for Reading and all intermediate stations, and Allentown. for Reading and all intermediate stations, and Alientown.

Returning, leaves Reading at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

MORNING EXPRESS—at 8:15 A. M., for Reading, Lebanon, Harriburg, Pottsville, Pine Grove, Tamaqua, Subbury, Williamsport, Elmira, Rochester, Niagara Fails, Boffalo, Wingesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:20 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc. and the 8:15 A. M., connects with the Lebanon Vailey train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Wullamsport, York, Chambersburg, Pinegrove, etc. for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 330 r. M. for Reading, Pottaville, Harriaburg, etc., connecting with Reading and Columbia Ratiroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION.—Leaves Pottstown at 6 to A. M., stopping at intermediate stations arrives in Philadelphia at 1910 A. M. Returning leaves Philadelphia at 400 P. M.; arrives in Pottstown at 5 15 p. M. READING ACCOMMODATION -Leaves Reading

READING ACCOMMODATION—Leaves Reading at 7:30 A. M., 8topping at all way stations; arrives in Philadelphia at 10:20 A. M., 8topping at all way stations; arrives in Philadelphia at 10:20 A. M., Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M. arriving in Philadelphia at 1 P. M. Aternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M.; arriving at Philadelphia at 6:45 F. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12:20 moon for Pottsville and all Way stations; seaves Pottsville at 7:30 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:15 P. M.; leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:52 P. M.

CHESTER VALLEY RALLROAD.—Passengers

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. m., trains from Philadelphia; returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.—Passengers for Skippack take 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Skippack at 8:10 A. M. and 12:45 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack. 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 Pennayivania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc.

for Plusburg, Chicago, Williamsport, Eimira, Baltimore, etc.
Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittaburg, at 550 and 5 50 a. M., 1050 P. M. passing Reading at 544 and 7 51 A. M., and 12 50 r. M., arriving at New York, 11 00 A. M., and 12 30 and 5 40 P. M. Sleeping Cara accompanying these trains through between Jersey City and Pittaburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M., and 2 25 P. M. Mail train for Harrisburg leaves New York at 12 Noon,
SCHUYLKILL VALLEY RAILBOAD.—Trains leave Pottsville at 643, 11 30 A. M., and 6 40 P. M., returning from Tamaqua at 8 35 A. M., and 2 16 and 4 35 P. M. HUYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave auburn at 755 A. M. for rine-grove and Harrisourg, and at 12 15 F. m. for Pine-grove and Tremont; leturning from Harrisourg at 3 10 F. M., and from Tremant at 740 A. M., and 5 35

P. M., and from French and French and P. M.
TIUKETS.—Through first class tickets and emigrant tickets to sit the principal points in the North and West and Canadas.

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

Excursion Tickets to Philadelphia, good for day only, are sold at Reacing and Intermediate stations by Keading and Pottstown Accommodation Trains at

by Keading and Pottsiown 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. Nicolls, General superlintendent, Results.

Commutation Ticket at 25 per cent discount, between any points desired, for ismitles and firms.

Milenge Tickets, good for 2000 miles, between all points, at \$32 % each, for families and firms.

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

Clergymen residing on the line of the road will be fornished with caros, enatting themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations good for esturday, sunday, and Monday, at 1-duced lare, to be had only at the Ticket Office, at Thirteenth and Callowhill saresis.

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

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

Freight Trains leave Philadelphia daily at 4 35 A.
M., 12'40 noon, 3 and 6 P M., for Reading Lebanon, Hairisburg, Pottaville, Port Citnton, and all points beyond. Mails close at the Philadelphia Post Office for all Mails close at the rankelphia Post Once for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 is P. M.

BAG AGE.—Dungan's Express will collect Bagsage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street; or at the Depot, Thirteenth and Callowhill streets.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

On and alter MONDAY, October 5, 1885, Trains will
leave as follows:—
Leave Philaselphia from the Depot, THIRTYPIRST and CHESNUT Streets, 7:46 A. M., 11 A. M.,
2 30 P. M., 4:15 P. M., 4 50 P. M., 6:15 and 11 30 P. M.
Leave West Chester for Philadelphia, from Deport
on East Market street at 6:25 A. M., 7:45 A. M., 8:00 A.
M., 10:46 A. M., 1:55 P. M., 4:30 P. M., and 6:35 P. M.,
Trains leave West Chester at 8:00 A. M., and leaveing Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and B. C. Junction, going
East, will take train leaving West Chester a. 7:45
A. M., and going West will take the train leaving
Philadelphia at 4:50 P. M., and transfer at B. C.
Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walaut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

Cars of both fines consumately and a state of the strival.

Leave Philadelphia at \$ 39. A. M. and 2 '00 P. M. Leave West Chester at 7 '55 A. M. and 4 '00 P. M. Trains leaving Philadelphia at 7 '45 A. M. and 4 '70 P. M., and leaving West Chester at 8 00 A. M. and 4 '50 P. M., connect at B. C Junction with Trains on P. & B. C R. R., for Oxford and Intermediate points.

4 10?

HENEY WOOD, General Sup't. B. C. R. K., for Oxiord and intermediate points.
410? HENRY WOOD, General Sup't.

HILADELPHIA, GERMANTOWN, AND

NOARISTOWN RALLROAD—TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A, M., 1, 3, 35, 4, 5, 554, 610, 7, 8 9, 10, 11, 12 P, M.

Leave Genmantown 6, 7, 75, 9, 820, 10, 11, 12 A, M., 1, 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 lown Train, and 334 and 5% Up Trains will not attop on the Germantown Branch.

Leave Philadelphia 93 A, M., 2, 7, 10% P, M.

Leave Philadelphia 93 A, M., 1, 6, 2% P, M.

CHESTNOT HILL BAILHOAD.

Leave Philadelphia 2, 8, 10, 12, A, M., 2, 3%, 5%, 7, 4
and 11 P, M.

Leave Chestnut Hill 710, 8, 940, and 11 10 A, M., 140
240, 540, 540, 540 and 10 56 C, M.

Leave Philadelphia 93 A, M., 2 and 7 P, M.

Leave Philadelphia 93 A, M., 2 and 7 P, M.

Leave Philadelphia 93 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 1240, 540 and 921

M.

FOR CONSHOHOCKEN AND NURRINGERIA

Leave Chestant Hill 756 A. M. 1250, 556 and 521

P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9 and 1105 A. M. 15, 5, 45, 55, 55, 556 and 115 F. M.
Leave Norristown 540, 7, 7560, 9, and 11 A. M., 15, 2, 65, 56, and 85 F. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 250 and 7 to P. M.
Leave Norristown 7 A. M., 550 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 75, 9, and 1105 A. 156, 8, 56, 56, and 9 P. M.
Leave Philadelphia 6, 75, 9, and 1105 A. 156, 8, 56, 56, and 9 P. M.
Leave Hanayunk 610, 75, 820, 95, and 115 A. M.
Leave Philadelphia 9 A. M., 25 and 9; F. M.
Leave Philadelphia 9 A. M., 25 and 9; F. M.
Leave Philadelphia 9 A. M., 25 and 9; F. M.
Leave Manayunk 75, A. M., 6 and 9; F. M.
Leave Manayunk 75, A. M., 6 and 9; F. M.
Depot, NINTH and GREEN Streets,

NORTH PENNSYLVANIA RAILROAD. ORTH PENNSILVANIA RAILR9 AD.—
FOR BETBLEHEE, DOYLESTOWN, MAU. H
HUNE. EA-TON, WILLIAMSPORT, WILKESBAREE, MAHANOY CITY. MOUNT CARWEL,
PITTSTON, TUNKHANNOCK, AND SCRANTON.
WINTER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of BERKS
and Am Litton Streets, daily (Sundays excapted),
as follows: as follows:

At 746 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Witkesbarre, Manch Standor, City, Pitiston, and Tonkosannock.

945 A. M. (Express) for Bethlenem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitiston, and Scrauton. Masch Chunk, Whiteschiller, Masch Chunk, Wilkesbarre, Pitaton, and Scrauton.

At 5'96 P. M. for Bethiehem, Easton, Atlentown and Mauch Chunk.

For Doylestown at 8'45 A. M., 2 45 and 4'15 P. M.

For Fort Washington at 10'45 A. M. and 11'50 P. M.

For Larsdaleast 6'21 P. M.

Flith and blath streets, Second and Third streets, and Union City Passenger Railways run to the new Dept.

Phila and Fixth and All Philadelphia of the new Dept.

TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9 to A. M., 2 to, 5 25, and 8 20
P. M.
From Doylestown at 8 25 A. M., 4 55 and 7 P. M.
From Lancale at 7 to A. M.
From Fort Washington at 10 45 A. M. and 3 to P. M.
Philadelphia for Heithlehem at 9 30 A. M.
Philadelphia for Philadelphia at 7 A. M.
Boylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage Express Office,
Ka. 16 S. FIFTH street.

ELLI CLARK, Agent.

RAILROAD LINES.

1868.—POR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD, COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 630 and 10 A. M., 1, 33, 430, 6, and 1130 P.

At 630 and 10 A. M., 1, 33, 430, 6, and 1130 P.

M. for Fiorence, Edgewater, Riversice, Riverson, Palmyrs, and Fish House, and 2 P. for Fiorence and Riverson.

The 1 and 1130 P. M. Lines leave from Market

myrs, and Fish House, and 2 P. for Florence and kiverton.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side.)

**The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side.)

**At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$3.

At 7:30 and 14 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7:30 and 14 A. M. 2:30, and 5 P. M. for Morraville and Tullytown.

At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Cornwell's, Torreadale, Holmesburg, Tacony, Wissingming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

**FROM WEST I HILADELPHIA DEPOT,

At 9:45 A. M., 1:20, 4, 5:30, and 12 P. M. New York Express Lines, via Jersey City; Fare, \$3:26

At 11:30 P. M. Emigrant Line; Fare, \$2.

At 9:45 A. M., 1:20, 4, 5:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:20, 4, 5:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 4 5:30, and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 40 and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 40 and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 40 and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 40 and 12 P. M., for Trenton.

At 9:45 A. M., 1:30, 40 and 12 P. M., for Trenton.

At 9:45 A. M., 8, 6:30 and 12 P. M., for Trenton.

At 9:45 A. M., 8 and 12 P. M., for Trenton.

At 9:45 A. M., 8 and 12 P. M., for Trenton.

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At 9:45 A. M., 8 and 12 P. M., for Trenton.

The 945 A. M., 640 and 12 P. M. Lines will run dally, All others, Sundays excepted.

For Lines leaving Rensington depot take the cars on Third or Fifth atreets, at Chesnut, 50 mitoutes before departure. The cars of Market Street had way run direct to West Philadelphia Depot, Chesnut and Wainst within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 630 and 12 P. M. Lines.

BELVIDERE D. LAWARE RAILROAD LINES, Pack KANSINGTON DEPOT.

At 7:30 A. M. for Nagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Ecohester, Bingnamion, Oswego, Ereat Bend, Montrose, Wilkesbaire, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Setblehem, etc.

At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON COUNTY JAND PEBBERTON AND HIGHTSTOWN RAIL-BOM MARKET STREET FERRY, (Upper Side.) FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A. M., 1'30, 8'30, and 5'30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, nainsport, Hount Holly, smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 a. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cooksiown, New Egypt, Hornerstown, Cresm Ridge, Imlaystown, Sharon, and Hightstown.
11 16 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868. FALL TIME, TAKING EFFECT NOV. 22, 1868.
The trains of the Fennayivana Central Ralifond leave the Lepot, at THIRTY-FIRET and MARKET Streets, which is reached directly by the Market Street cars, the least car connecting with each train leaving Front and Market streets thirty minutes before its ceparature. The Chesnut and Wainut Streets cars run within one square of the Depot.

Sie-ping Car Tickets can be had on application at the Ticket office N. W. corner Kinth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. LEAVE DEPOT, VIZ:-The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and bagsage delivered by 500 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

210 A. M.

Cincincali Express 510 A. M.
Pulladel his Express 510 A. M. 340 and 710 P. M. Lancaster Train. Day Express For further information apply to
For further information apply to
JOHN C. ALLEN, Ticket Agent,
No. 901 CH ESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Etreet,
SAMUEL H. WALLACE,

The Pennsylvania Ballroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Eaggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, 428 General Superintendent. General Superintendent Altona, Pa.

DHILADELPHIA, WILMINGTON, AND
BELLIMORE RAILROAD,—TIME TABLE.—
commencing MUNDAY, November 23, 1868.—Trains
will leave bepot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 8 39 A. M. (Sundays excepted),
for Eattimore, stopping at all regular stations. Connecting with Delaware Bathroad at Wilmington for
Craft, id and intermediate stations.
Express Train at 12 M. (Sundays excepted) for
Bai imore and Washington, sopping at Wilmington,
Ferry ville, and Havre-ce-traces. Connects at Wilmington with train for New Castle.
Express Train at 4'00 P. M. (Sundays excepted) for
Baitimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Fe rs ville Havre de Grace, Aberdeen, Perryman's Edgewood, Magnolia, Chase's, and stemmer's
Run.
Aucht Express at 11'30 P. M. (Dally) for Battimore Run.

Alght Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester. Thurlow. Linwood. Claymont, Wilnington, Newark Elkton, North-East, Perryville, and Havre de Grace.

Parsengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and

Stopping at all Stations between Philadelphia and Wilmington.
Leave Phi adelphia at 11:00 A. M., 2:30, 5:00, and
7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate Martin M. The Sto A. M. Train with not stop between the trer and Philadelphia. The 700 P. M. Train irom wilmington runs daily; all other Accommodation

Wilmington runs daily; an other Accountedation Trains cundays excepted.

From Battimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail. 935 A. M., Express. 225 P. M., Express. 725 P. M., Express. FUNDAY TRAIN FROM BALTIMORE.

Leaves Baitimore at 72 P. M. stopping at Magnella, Petryman's, Aberdeen, Havre de Grace, Perryvite. Charlestown, North East. Eleton, Newark, S. anton, Newport, Wilmington, Claymont, Linwood, 2010 Conster. and Chester.

Through tickets to all points West, South, and routh west may be procured at ticket office, No. 838 Chesnus street, under Contractal Hotel, where also sate Rooms and Briths in Steeping Cars can be secured during the day Persons parchasing tickets at this office can have baggage checked at their resist this office can have baggage checked at their resist. cence by the Union Transfer Company,

DHILADELPHIA AND ERIE BAILROAD. RECT ROUTE BETWEEN PHILADELPHIA, ALTIMORE, HARRISBURG, WILLIA ASPORT, ND THE GREAT OIL REGION OF PENNSYL 1A.
ant Hieeping Cars on all Night Trains.
and after MONDAY. November 23, 1868, the
ch the Philadelphia and Eric Rairoad will

run as follows:-On and the Philadelphia and Erie Ra Iroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia. 10 45 P. M.

Williamsport. 5 15 A. M.

BRIE EXPRESS leaves Philadelphia. 11 50 A. M.

Williamsport. 8 50 P. M.

BRIE AND AM WIlliamsport. 8 50 P. M.

BRIE EXPRESS leaves Philadelphia. 10 00 A. M.

BRIE EXPRESS leaves Philadelphia. 500 A. M.

Williamsport. 6 30 P. M.

BRIE MAIL leaves Philadelphia. 500 A. M.

Williamsport. 12 55 A. M.

Williamsport. 12 55 A. M.

Williamsport. 12 55 A. M.

BRIE EXPRESS leaves Eric. 625 P. M.

Williamsport. 750 A. M.

BRIE EXPRESS leaves Eric. 625 P. M.

Williamsport. 750 A. M.

Mail and Express connect with Oil Creek and Alleghery Biver Railroad. BAGGAGE CHECKED THROUGH.

THROUGH.

General Superintendent.

W EST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNISDAY, Septemoer 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and etations below Millville, 215 For Miliville, Vineland, and intermediate stations \$15 A. M. 3.5 P. M. For Bridgeton, Salem, and way stations \$15 A. M. For Woodbory at 8.15 A. M., 3.15, 3.20, and 5.00 P. M. Freight train leaves Camden daily at 12 o'clock poon. Freight train reaves

Fraight received at second covered whasf below
Walnut airest, daily,
Freight Delivered No. 278 South Delaware avenue.
WILLIAM J. SEWELL.
Buger hteudent.

GENT.'S FURNISHING GOODS.

ESHLEM BROTHERS

WILL OPEN A NEW STOCK OF Men's Furnishing Goods

No. 1004 CHESNUT Street. ON DECEMBER 15.

Selling off Old Stock at SEVENTH AND CHESNUT STREETS.

H. S. K. C. Harris' Seamless Kid Gloves. EVERY PAIR WARBANTED. EXCLUSIVE AGENTS FOR GENTS' GLOVES J. W. SCOTT & CO., MO. 814 CRESBUT STREET,

PATENT SHOULDER-SEAM

SHIRT MANUFACTORY. AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS
GOODS in full variety.
WINCHESTER & CO.,
118 No.706 CHESNUT Street.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTE, BOILER-MAKERS, BACK OK. SMITHE, and FOUNDERS, having for many years been in successful operation, and been exclusively angaged in building and repairing Marine and Rive Engines, high and low-pressure, from Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sens of patterns of different size. Stationary; having sens of patterns of different size, are prepared to execute orders with quick deepatch Every description of pattern-making made at the shortest notice. High and Low-pressure Fins Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all descriptions. Rol Turning, Screw Couting, and all other work connected with the above business.

Drawings and specifications for all work done a the establishment free of charge, and work guarapteed.

The subscribers have ample wharf-dock room to

teed.

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

JOHN F. LEVY.

BEACH and PALMER Streets.

OUTHWARK FOUNDRY, FIFTH ANI
WASHINGTON Streets.

WASHINGTON Streets,
PHILADELPHIA,
MERRICLE & BONS,
MENGINEERS AND MACHINISTS,
MAINTACTURE High and Low Pressure Steam Engine
or Land, River, and Marine Service,
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, etther iron or brass.
Iron Frame Roofs for Gas Work, Workshops, ans
sailroad Stations, etc.

Frame Room for Gas Work, Workshops, anskaling Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, also migar, Saw, and Grist Mills, Vacuum Paus, Oll Steam Trains, Defecators, Filters, Pumping, Englished. gines, etc.

Sole Agents for N. Billeux's Patent Sugar Botling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machines. 630?

FIRE-PROOF SAFES.

FROM THE CREAT FIRE IN MARKET STREET. HERRING'S PATENT SAFES Again the Champion!

THE ONLY SAFE THAT PRESERVES ITS CON-TENTS UNCHARRED.

LETTER FROM T MORRIS PEROT & CO.

PHILADELPHIA, I weifth Monta sta, 1858.

Messra, Farre, Herring & Co., No. 629 Chesnut street—Gents—It is with great pleasure that we add eor tentimony to the value of your Patent Champion Saie. At the destructive fire on Marketstreet, on the evening of the 3d instagour store was the centre of the conflagration, and, being fit ed with a large stock of crogs, oils, turpentine, paints, variash, a conol, etc., made a severe and trying test. Your Sare stood in an exposed situation, and fell with the burning floors into the celiar among a quantity of combustible materials. We opened it next day and found our spooks, papers, bank notes bills receivable, and, patire contents all saie. It is especially gratifying to us that your Safe came out all right as we had entrusted our must valuable books to it. We shall want another of your Safes in a few days, as they have our entire confidence. LETTER FROM T MORRIS PEROT & CO.

Yours, respectfully, T. MORRIS PEROT & CO. HERRING'S PATENT CHAMPION SAFES, the fictors in more than 5/6 accidental fires. Awarded he Prize Mcdais at the World's Fair, London; World's Fair, New York; and Expesition Universeile,

FARREL, HERRING & CO.,

k anufactured and for sale by

No. 629 CHESNUT STREET, PHILADELPHIA.

C. L. MAISER. FIRE AND BURGLAR-PROOF SAPES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

GOVERNMENT SALES.

No. 434 RACE Street

A UCTION SALE OF HOSPITAL BEDDING AND CLOTHING.
ASSISTANT MEDICAL PURVEYOR'S OFFICE.
WASHINGTON, D. C., Jan. 6, 1869
Will be sold at public auction, in this city, at the Judiciary Square Warehouse, Estreet, between Fourth and Fifth streets, on WEDNE3-DAY, the 20th day of January next, at 10 o'clock A. M., the following articles of HOSPITAL BEDDING and CLOTHING no longer required for the use of the Medical Department, viz.:—

for the use of the Medical Department, viz.:-6,000 pairs of Slip; ors. 12,000 Caps. 5,000 Gowns. 5,000 pairs of Sock s. 10,000 Drawers. 10,000 Shirts. 2 500 Bedsacks. 1 000 Straw Mattresses 5,000 sets Mosquito flar Frames.

5,000 Counterpanes.
5,000 Counterpanes.
5,000 Linen Sheets.
5,000 Pillows.
2,400 White Blankets.
With a very small exc. pilon the above goods are all new, and have never been used. They will be sold in lots to suit both large and small procedurers.

Postchasers,
Terms cash in Government funds,
Five (5) days will be allowed to parties purchasing to remove their property.
CHARLES SUTHERLAND,
CHARLES SUTHERLAND, Assistant Medical Purveyor, Byt. Col. U. S. A.

GROCERIES, ETC.

FRESH FRUITS & PRESERVES. Bunch, Layer, Seedless, and Sultana Raisins; Cur

zante, Citron, Oranges, Prunes, Figs, etc. Every de scription of Groceries, suitable for the Holidays. ALBERT C. ROBERTS,

11 72rp Oor. ELEVENTH and VINE Streets. ANTI-WINDOW RATTLER.

For Dwellings, Cars, Steamboats, Etc.

Prevents Rattling and Shaking of the Windows by the wind or other causes, tigntens the sash, prevents the wind and dust from entering, easily attached, and requires but a single glance to judge of its merits.

Call on the General Agent,

12 11 fm w3m

C. P. ROSE No. 727 JAYNE Street, Between Market and Chesnut. **AUCTION SALES**

M. THOMAS & BONS, NOS. 139 AND 141

(By postponement.)

STOCK OF SUPERIOR BAIRY COWS, HORSES,
HARNESS, FARM WAGONS, CARTS, MJW
ING-MACHINES, HORSE RAKE, FARMING
IMPLEMENTS, ETC.
On Monday Japuary 15.
At 12 o'cicck M., precisely, a. W. Harmer Thomas'
farm. Gray's lane, between Darby road and Battlmore pike. Twenty-seventh ward, without reserve,
the entire stock.
No postponement on account of weather. The sale
will commence precisely at 12 o'clock.

115 24

SALE OF REAL ESTATE AND STOCKS, Jan. 19, at 12 o'clock, noon, as the Philadelphia

EleHTH and CHEBRY, N. W. corner-Store and Dweiling. BBRIDESBURG, Twenty third ward-Valuable Clay VISTAR, No. 1026 - Brick Dwelling.

WIRTAR, No. 1026 - Brick Dwelling.
BROWA. No. 1036 - Brick Dwelling.
OTTER, No. 203 - Brick Dwelling and Frame Shop.
FABRIEL, No. 1919 - Modern Dwelling.
PANSOM, No. 1738 - Desirable Brick Dwelling.
BROAD and KATES S. E. corner - Four Lite.
BROAD and CHRISTIAN, N. E corner - Hote

ard Dwelling.

O:RISTIAN, No. 1253-Handsome Eestdenca.

ARCH. west of Fourth-Large Lot,

FRONT and OTTER, S. E. corner-Store and Dwell-NINETEENTH (north), No. 118-Modern Residelce.
ANN and EDGEMONT 8. E. corner - Brewery and large 1 ot.
GROUND RENT-33 a year.

GROUND RENT—33 a year.

1 : are area street Theat: a
10 attares Broad Top Improvement.
10 attares Broad Top Improvement.
10 attares Camden and Atta. tic Ralicoad Cs.
60 shares Camden and Atta. tic Ralicoad Cs.
60 shares Fourth National Bank.
10 attares Bank of North America
10 shares Bank of North America
10 shares Pacific and Attan: a Tweegraph.
60 shares Con rai Transportation Cs.
1 share Philadelphia Library Co.
4 share Mercanille Library Co.
4 0 000 Union Pacific Raliway Co., 5 per cent. gild,
46 a Union Pacific Raliway Co., 5 per cent. Sicoso 2d mercang bonds McKean and Elk Land
Company.

Trusters' Sale. \$3:40 Chram esks and Del. Canal loan. \$4200 Pennsylvania State loan, third series. 26 shares Phouix Iusurance Oo.
40 shares Germanto wn Turnpike Co.
1 share Phila, and Southern Mail steamship Oo.
Executor's Sa'e.
Pew No. 52 First Saptlat Church, Broad and Arch

streets.

1 share Philadelphia Athenson.
40 shares An erican Buttonnole Co. LIPPINCOTT, SON & CO., AUCTIONEERS.

NOTICE, Regular Sales of Dry Goods Notions, Trimmings; ic., will be held every WEDNE-DAY through Consignments of Stock Goods, etc., solicited. Sales cashed within five days.

CLARK & EVANS, AUCTIONEERS, NO. 610

Will sell THIS DAY, Morning and Evening, A large invoice of Hankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hostery, Stationery, Table and Pocast Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash. ods packed free of charge

BUNTING, DURBOROW & CO., AUCTIONS
Of Bank Street, Successors to John B. Myers & Co. AT PRIVATE SALE.

50 cases infantry overcoats, periect. to pales grey-mixed army shirts. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION LEGIDANTS, No. 1216
CHESNUT Street: rear entrance No. 1107 Sansom 261 MARTIN BROTHERS, AUCTIONEERS.

No. 129 CHASNUT St., cear entracce from Minor. C. D. MCCLEFS & CO., AUCTIONEERS

BLANK BOOKS.

A WARDED THE ONLY MEDAL

BLANK BOOKS

By the Paris Exposition, 1867.

WILLIAM F. MURPHY'S SONS.

No. 339 CHESNUT Street No. 55 South FOURTH Street, Blank Book Manufacturers,

STATIONERS, And Steam Power Printers. A complete stock of well-seasoned BLANK BOOKS of our own manufacture. A full stock of COUNTING-HOUSE STA-

TIONERY of every description. 12 14mwf t2 1 JAMES B. SMITH & CO..

BLANK BOOK MANUFACTURERS,

WHOLESALE AND RETAIL.

PHILADELPHIA.

No. 27 South SEVENTH Street.

STATIONERS.

12 18 fmw3m1

CLOAKS.

CLOAKS-CLOAKS.-The crowd of cusconvince every one that it is the place to secure the newest styles. The finest qualities and the best work at the most reasonable prices. HENRY IVENS, No. 23 South NINTH Street.

CLOAKS-CLOAKS.-What every one you can buy the most fashionable, the best and cheapest Cloaks in the city, at HENRY IVENS'. No. 33 S. NINTH Street.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO., N. E. Corner of FOURTH and RACE Sts. PHILADELPHIA.

WHOLESALE DRUGGISTS. IMPORTERS AND MANUFACTURERS OF White Lead and Colored Paints, Putty

Varnishes, Etc. AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS. DEALERS AND CONSUMERS SUPPLIED AT

LOWEST PRICES FOR CASH. O B N B X O H A N G B
BAG MANUFACTORY.
JOHN T. BAILEY.
N, E. corner of MARKET and WATER streets.
Philadelphia.
DEALERS IN BAGS AND BAGGING
Of every description. for

Pulladelpula

Of every description, for Grain, Flour, Salt, Busser, Incephate of Lime, Bons Dust, Etc.
Large and small GUNNY BAGS constantly on hand also, WOOL SAUKS,