LITERATURE.

EVIEW OF NEW BOOKS. RMONS ON THE FAILURE OF PROTESTANTISM AND ON CATHOLICITY, by Rev. Ferdinand C. Ewer, S. T. D., rector of Christ Church, New York. Pablished by D. Appleton & Co. Philadelphia Agent: D. Ashmead.

This volume contains seven sermons, in hich Dr. Ewer demonstrates to his own satisotion that Protestantism as a system is a ilure, and that Romanism, as a unit, is ore than a match for the disunited and counding Protestant sects. Dr. Ewer looks at e matter from a High Church point of view, nd he considers that the hopes of Christianity ost with the Anglican or Episcopal Churche contends that the word Protestant in conection with the official name of this denomiation is unauthorized-which, in his opin on, is the only true Church, in fact the Church. Ritualism Dr. Ewer considers as only a means to gain an end, and as not worth he notice that has been taken of it. It is oubtful whether the majority of Christians ven in Dr. Ewer's own denomination will gree with his conclusions; but one charge hat he brings against Protestantism as a sysem is only too true, not only with regard to the Episcopalians, but nearly every Protestant enomination as well-that is, the practical xclusion of the peor from many of the churches. To remedy such an evil all the pergies of Christians of every shade of opinion should be directed, and while we doubt whether Dr. Ewer proposes an effectual remedy, we are forced to admit that his censures are in a great measure deserved.

-From Turner Brothers & Co., No. 808 Chesnut street, we have received "The Gold Hunters in Europe," by William H. Thomas, and "Young America Abroad," by Oliver Optic-both published by Lee & Shepard, Boston. "The Gold Hunters in Europe" is a continuation of "The Gold Hunters in Australia" and "The Bushrangers; or, Life in Australia," by the same author. Many of the same characters are introduced, and the story is full of exciting incidents and adventures. Oliver Optic's book is a story of travel and adventure, written in the peculiar style that has made his works so popular with juvenile

-"The American Year Book and National Register," the advanced sheets of which we have received from the publishers, Messrs. O. D. Case & Co., Hartford, Conn., is the most extensive almanac that has yet been published in the United States. It contains a vast amount of valuable information-astronomical, historical, political, financial, and commercial. A general view of the United States is presented, including every department of the Government. A brief historical account of the different foreign nations is given, together with their religious, educational, and industrial statistics. The publishers state that previous enterprises of this character, on a more limited scale, have been abandoned. Believing, however, that such a work is needed, they propose to set it before the public by means of travelling agents, as more likely to secure for it a larger circulation than in the ordinary way by the booksellers. For all persons who have need of a statistical work of reference, "The American Year Book" will prove invaluable, and we cordially recommend it as the best almanac we have seen.

THE FEBRUARY MAGAZINES.

"Putnam's."

The February number of Putnam's Magazine has the following table of contents:-"The Ass in Life and Literature," by H. T. Tuckerman; "Work, Wages, Combinations, etc.," by C. C. P. Clarke; "A New Œdipus," by Leonard Kip; "In the Saddle, on the Plains," by F. G. Gedney; "An Invocation," by R. H. Stoddard; "Substance and Shadow," a phantasy, by Eugene Benson; "A Violin Stop," by Elizabeth Stoddard; "Without and Within:" "A Sermon at Notre Dame," by the author of "Still Life:" "The Tryst:" "To-day," a romance, chapters fourth and fifth, by R. H. Kimball;" "Men's Rights," by Mrs. R. Harding Davis; "The Gallows in America," by Edmund C. Stedman; "Literature, Science, and Art Abroad," by Bayard Taylor; "Table Talk," by Clarence Cook; "Fine Arts," by S. S. Conant; "Current Events," by V. B. Denslow; "Literary Bulletin," books announced and published in the United States.

From the article on "Work, Wages, Combinations, etc.," we take the following:-

I argue that a man now must be his own master and control his own life, and that it is contrary to the spirit of modern civilization for laboring or not laboring, or his valuation of his labor, to be dependent on he vote or the estimate or the co-operation of any society. The various rules that these orgaalzations exact obedience to are really the castoff clothing of that mediaval age when modern industry was in its swadding clothes. To limit the number of apprentices that a master may employ, to exclude non anionists from work, to forbid piece-work, and to arbitrarily ux the hours of labor, is a meddling with the free conduct of life as injurious as it is arbitrary and degrading to true independence. The ancient custom of the trades, that force I every artisan to be a journeying man for a certain number of years before he was allowed to practise his craft at home, had at least this favorable feature, that the bondage was limited in time; nowadays it is attempted to make it perpetual.

I potice that, at the most recent "congresses" of the trade unions in tals country and abroad, their leaders speak despendingly of the power local organizations, and that their plan now for managing their business is to organize the industry of the whole world, and by alliance and combination to dictate the prices and rules of labor to all civilized men. This wide spreading-out indicates a speedy collapse. undertaking is laughable. If the capitalists of nonden and Amsterdam and it impossible to control the price of coffee; if our three great railroads, that lead from the seaboard to the West, are unable, at er many attempts, to make a successful and profitable and controlling eague with each other, shall this watery spawn of pacudo-progress put a sing in the nose of the world of industry, and leaf us about like a tamed ox? The workingmen will soon find the tyranny of these self-imposed leaders ten times worse than they have ever thought the tyrauny of society or of capitalists to be. longer, and we shall see this high-blown bubble of trade unloss burst and scatter in vapor forever. There are signs of this catas-

trophe aiready. At the late meeting of the National Labor Union in New York, the tone of the discussions plainty indicated a waving confidence in the power of strikes. But what are trade unions without strikes? They are an army without weapons. When they forego the use of this instrument of aggression and de-iense, they are shorn of all their power, and, like an expensive but useless toy, will soon be cast aside.

the same convention the discussions indicated that co-operation is be-coming the favorite plan for remedying the evils complained of. Now co-operation is certainly a much better thing than unions, for the control of industry and strikes; it makes no disturbance, it does not enforce or encourage idleness, practises no tyranny, and need waste no money on orators and secretaries, processions and celebrations. It has this advantage, too, that those who engage in it will generally have shorter, cheaper, and more satisfactory xperience than they are getting in their present school. This is the best that can be said of co-operation. As the means of elevating the condition of the workingman, it will prove a failure. Nay, it has already proved a failure! It is a mistake to suppose that it is a modern discovery. I see that its records, older than the Christian religion. have been lately found. Had we no instorical evidence on the subject, we might be sure, from the nature of things, that a plan so obvious and plansible as that of cooperation has often suggested itself to laboring men, and often been tried. But we need not speculate or go far back for facts. There is hardly a village of considerable size in this country where the plan has not been tild by one or more of the trades, in the course of the last half-dozen years, and there is not one in a hundred of the trials that has not disastrously failed. In my own somewhat ex-tended observation, there is not one that has lasted long enough to give it such established character as to entitle it to be called successful. Co-operation has been tried in various fields. Fifteen or twenty years ago, New England, and perhaps the whole country, was everywhere sprinkled with "union stores." I think there is not one of them in existence now. This was a very plausible and simple form of co-operation; but, though captivating in its theory and its figures, and very alluring to the farmer and the mechanic-who naturally grudged the merchant the margin of profit on which they saw him grow rich faster than themselves-it proved, in practice, very unprofitable.

From Mrs. R. Harding Davis' article entitled "Men's Rights" we make the following

The most salient and apparent change in women, in the last few years (I do nt say the deepest), is not advance in intelligence, marked as that may be; it is the growth in impurity. It is simply a transient effect of this roused and ungratified brain-power. The ordinary Loudon or New York woman is too far advanced in the "progress of the age" to find employment for ber awakened imagination or reason in howe-keeping or in gossip; too little to turn to art or or even downright hard business. In self defense, then, she listens to lascivious music, or looks at the living pictures of the ballet, where her passions at least are daintily played upon. She reads, or writes, as the case may be, novels in which few of the men are honest, and none of the women virtuous, or, advancing a step farther, she firds that but a mean and ignoble life for a woman which is sacrificed to the children whom God has given her; and, oz. sesthetic principles, quietly does her share in building up the temples to murder, that openly face us in our most crowded

I begin with an extreme case? Perhaps so. Yet hunger is not choice in its food, and there is reason to doubt whether the ordinary aliment of all women in literature or art, now, is a whit more pure and wholesome than that of men, coarse as we declare their appetites to be. There is a class of subjects, the name of which would bring the red to the old lady's check yonder, but with which it is the fashion of the day to make young girls thoroughly conversant.

There is no need to send Nelly out of the room now, no matter what topic the matrons may discuss. The terra incognita of our grandmothers is weil-trodden ground to her at sixteen. How can it be otherwise?

She finds not only men, but women, whose names are tainted, among the leaders of fashionable society; she sits beside her mother, and ees her smiling at the bald indecency of oper bouffe without a blush; she hears the "social evil" coolly discussed as a social necessity. It is no wonder then, that, night after night, Nelly herself may be seen, with back and bosom half-bated, whirling and perspiring in Dick French's arms, while her mother looks placedly ov. If I hint my disgust, I am told severely that to the pure all thing are pure, and that the obscene play and the waltz that sets Dick French's blood on fire, if looked on esthetically, are, to women, refined and innocent pleasures.
I doubt if any man believes this. If, for lack

of pure occupation for their brains and senses, women of society bring this offal to pollute their daily lives, they need not suppose that any affected ignorance or aesthetic sunlight will hide the real nature of the substance from the men about them. Dick French, worn roue that he is, has joined the school of the critic of the Salurday Review. He asserts that all women are represented by these. He hints that he understands the lures that these decolletee belles put forth.

"It's cursed hard on a fellow," he says. "The extravagance of these women won't allow a man to marry; yet they tempt him to do it with all the arts of the worst of the demi-monde " Then be and his compeers adjust their eye-glasses, and lean against doorways, criticizing the paces of the delicate young girls who are whirled past, as a trader might the slaves in the market.

French goes too far. My little Nelly is not in the market; she has her secret innocent dream of true love and marriage some day, hid away in her heart. There is not one of French's crew whom she would marry. she unclothes bersell immodestly and serrenders her person to their touch, she has no ulterior purpose beyond the intoxicating pleasure of the moment. Custom has made her eyes familiar with indecency-worn away the defensive in-stinct of purity with which every woman is born; but that is the worst that can be said of her. Yet, if her own blood be such ice that the exposure of her person has no power to bring a blush to her cheek, does it matter nothing to her that pleased, unclean eyes rest on her, that half of the men who look ou her mistake her motives, and pity the degradation she undergoes in her effort to please them?

I use coarse language. The times are coarse, The state of society which can make a Swinburne possible can bear a few plain words without detriment to its modesty. It is true that the evil is as yet confined to our large cities. God forbid that the fashionable fast girl of New York or Chicago should be received as the typical woman of America! She bears the same proportion to the women of the States that the feverish outbreak on the face does to the whole bealthy, sweet blooded body. But this society assumes to stand foremost in refinement and culture, and cannot object to have its claims tested. Resides, the feverish taint will spread. Men, I think, have some claim to be heard in this matter. The most debased among them will hold one thing sacred—the honor of his wife. He has a right to demand that it come to him untainted. Dull and plain fellow as is John, he has a right to claim from the woman whom he marries, and from the mother who rears her, that she shall not have been put in the market to parade her shape like an animal that she shall not have had her person handled by every roue who frequents the ball-room; that he shall not receive her backneyed and braze from flirtations; and that her mind shall be

clean as her body. This is a retorn to old-fashioged prudery, Yes. If the asthetic culture of to-day demands the exploration of such foul fields by our young girls; and if, on the other hand, the necessity for wider careers for woman is to render motherhood the rare luxury which it has become in New England, let us, in the name of the good, pure God, go humbly back to

the stagnation of our grandmothers!
I know quite well the answer ready for me. It is not women who have first tainted society and literature; it is not weak, starving, ill-paid women who are to blame for this Gehenna of prostitution that underlies our social fabric I do not think that the guilt of man has

anything to do with the responsibility of anything to do with the responsibility of women. To our own master we stand or fall. We have always claimed to be the moral element in humanity. The claim was never made so loudly as it is now by our spokeswomen. "Her right," says one of the most carnest, "is to be ministered unto in carnal things," her province is to minister in spiritual things." Another portrays venality disappearing from the courts, brivery from the halls of legislation, trickery from trade, so soon as her pure foot shall be admitted over the thresholds. "Fvil shrinks away abashed before the steps of

the ideal woman,"
But the real? Men have a right, when claims like these are made, to demand their proof. We who boast of white garments must show them white. How can we ask for the ten talents to be given to us, when we grow less and less ab'e to hold that one talent of purity committed to our keeping? Here is a reform more urgent than any which will follow suffrage; yet women shut their eyes to the bare facts, and hurry by.

- Godey's Lady's Book for February has a fine steel-plate frontispiece entitled "Hush, he sleeps," representing a mother with a baby in her arms. Mr. E. B. Bensell has a couple of spirited designs, and in addition to a gorgeously-colored fashion-plate there are patterns for every description of needle and fancy work, and cuts showing the latest style of costumes. The literary matter is such as the readers of Godey's will appreciate. 'This magazine is the oldest in the country, it is firmly established in the affections of the female part of the population, and it holds its own in spite of the many enterprising rivals that have sprung up of late years. The publishers offer inducements for clubs which are worthy of the attention of subscribers.

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MCRNING ACCOMMODATION.—At 726 A. M. for Reading and all intermediate stations, and Alleutown.

town.

Resurring, 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, Barri burg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Edmira, Rochester, Nisgars Falls, Buffalo, Wilkesbarre, Pittston, York, Carlinie Chambersburg, Haggrestown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Raliroad trains for Allentown, etc. and the 8 to A. M. connects with the Lobanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, Emmira, etc.; at Harrisburg with Northern Central, Cumberetc.; at Harrisburg with Northern Central, Cumber-land Valley, and Schuylk'll and Sesquebaum trains for Northumberland, Whilamsport, York, Chambers-

burg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 530 r. M. for Reading, Poutsville, Harrisburg, etc., connecting with Reading and Columbia Bailroad trains for Celumbia, etc.
FOTTSTOWN ACCOMMODATION.—Leaves Pottstown at 64b A. M., stopping at intermediate stations; arrives in Philadelphia at 910 A. M. Returning leaves Philadelphia at 4 00 P. M., arrives in Pottatown at 5 to MADING ACCOMMODATION.-Leaves Reading

Tan A. M., stopping at all way stations; arrives to the delphia at 1: 20 A. M., teturning, leaves Philadelphia at 1:45 P. M.; arrives Returning, leaves Philadelphia at 145 P. M.; arrives in Eending at 740 P. M.
Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 275 P. M., and Pottsville at 245 P. M.; arriving at Pailadelphia at 645 P. M.;
Harrisburg accommodation leaves. P. M., and Pottsville at 2.45 P. M.; arriving at Paliacelphia at 6.45 p. M.; Harrisburg accommodation leaves Reading at 7.15 A. M., and tharrisburg at 4.18 P. M. Connecting at Reading with Afternoon accommodation south at 5.35 P. M., arriving in Philadelphia at 9.25 P. M. Barket train, with a Passe, gor car attached, leaves Philadelphia at 12.30 moon for Pottsville and all Way stations; leaves Pottsville at 7.30 A. M. for Philadelphia and all other Way Stations.

All the above trains ruo daily, Sundays excepted. Surday trains leave Pottsville at 5.00 A. M., and Philadelphia at 3.10 P. M.; leave Poiladelphia for Reading at 3.00 A. M., returning from Reading at 3.20 P. M.

HESTER VALLEY RAILROAD,-Passengers CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 739 A. M., 1230 and 430 P. M. trains from Philadelphia; returning from Downingtown at 630 A. M., 1245 and 540 P. M. TREE JOHEN RAILROAD.—Passengers for Skippack take 730 A. M. and 400 P. M. trains from Philadelphia, returning from Skippack at 840 A. M. and 1245 P. M. Stage lines for various points in Persiomen Valley connect with brains at Collegeville and Skippack

Pack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST,—Leaves New York at 9 A. M., 500, and 800 P. M., passing Reading at 105 A. M., 150, and 1019 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rainroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimora etc. for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvabla Express from Plusburg, at 350 and 5 50 A. M., 1050 P. M., passing Reading at 5 44 and 7 51 A. M., and 1250 r. M., arriving at New York, 11 00 A. M., and 1250 and 5 50 P. M., Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 3 10 A. M., and 2 55 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILBOAD,—Trains leave Fottsville at 645, 11 30 A. M., and 2 15 and 478 P. M., BCHUYLKILL AND SUSQUEHANNA RAIL-BOAD,—Trains leave Anburn at 7 55 A. M. for Pinegrove and Harrisburg, and at 12 15 P. M. for Pinegrove and Tremonth; feuraling from Harrisburg at 336 P. M., and from Tremsat at 7 40 A. M., and 5 35 P. M., and from Tremsat at 7 40 A. M., and 5 35 P. M.

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

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FIRST and CHESNUT Streets, 745 A. M., 14 A. M.,
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on Fast Market street at 625 A. M., 745 A. M., 850 A.
M., 1045 A. M., 175 P. M., 450 P. M., and 6:55 P. M.,
Trains leave West Chester at 800 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Juncton and Media only. Passengers to or from station
between West Chester and b. C. Junction, going
East, will take train leaving West Chester a 7:55
A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C.
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the Chesnut and Walnut Street cars. These of the
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cars of both lines connect with each train upon its

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Trains leaving Philadelphia at 7 45 A. M. and 4 70 P. M., and leaving West Chester at 8 00 A. M. and 4 750 P. M., connect at B. C Junction with Trains on P. & B. C R. R., for Oxford and intermediate points.

HENRY WOOD, General Sup't.

HENRY WOOD, General Sup't.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 33, 4, 5, 53, 6 10, 7, 8 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 79, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3 4, 43, 6, 69, 7, 8, 9, 10, 11, 12 P. M.

The 5 2) Lown Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 94 A. M., 2, 7, 10% P. M.

Leave Germantown 83 A. M., 1, 6, 9% P. M.

Leave Philadelphia 94 A. M., 2, 7, 10% P. M.

Leave Philadelphia 5, 8, 10, 12, A. M., 2, 8%, 5%, 7, 9 and 11 P. M.

Leave Chestnut Hill 716, 8, 940, and 11 10 A. M., 1 48 340, 540, 540, 840 and 10 30 P. M.

Leave Philadelphia 98 A. M., 2 and 7 P. M.

Leave Philadelphia 98 A. M., 2 and 7 P. M.

Leave Philadelphia 1780 A. M., 1240, 540, 340 and 922 P. M.

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CHUNK, EA-TON, WILLIAMSPORT, WILKESEARRE MAHANOY CITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOUK, AND SCRANTON.

Passevger Trains leave the Depot, corner of BERKS
RED AMERICAN Streets, daily (Sundays excepted),
or follows as follows:

At 7-55 A. M. (Express for Bethlehem, Allentown, Manch thunk, Hazielon, Williamsport, Wilkesbarre, Mahanoy City, Pituton, and Tunkbannock.

9-55 A. M. (Express) for Bethlehem, Easton Allentown, Mauch Chunk, Wilkesbarre, Pittston, god Scranton.

At 1:45 P. M. (Express) for Bethlehem, Mauch Chulk, Wilkesbarre, Pittaton, and Scranton.

At 5:09 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:35 and 4:15 P. M.,

For Fort Was hington at 10:15 A. M. and 11:20 P. M.,

For Lansdale at 2:2) P. M.

Fifth and bixth streets, Second and Third streets, and Union City Passenger Hallways run to the new

PRAINS ARRIVE IN PHILADELPHIA From Bethlebem at 9 to A. M., 2-10, 5-20, and From Bethlebem at 940 A. M., 270, 525, and 530 P. M.

From Doylestown at 835 A. M., 455 and 7 P. M.

From Bort Washington at 10 45 A. M. and 316 P. M.

Prom Fort Washington at 10 45 A. M. and 316 P. M.

ON SUNDAYS.

Philadelphia for bethlebem at 9 30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Beinlebem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office,

No. 1668. FIFTH street.

ELLI ULARE, Agent,

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN
AND TRENTON RAILROAD, COMPANIES LINES
FROM PHILADELPHIA TO NEW YORK, AND
WAY PLACES,
At 8-30 A. M., via Camden and Amboy Accom. \$2.25
At 8-A. M., via Camden and Amboy Accom. \$2.25
At 8-A. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 2 P. M., via Camden and Amboy Express...... \$20
At 5 P. M., for Amboy and intermediate stations,
At 6 20 and 10 A. M., 1, 2, 3 20, 4 30 6, and 1120 P.
M. for Forence, Edgewater, Riverson, Rive

myra, and Figh House, and 2 P. for Florence and hiverion.
The 1 and 11:30 P. M. Lines leave from Market Street Forry (upper side.)
FROM RENSINGTON DEPOT.
At H.A. M., via Kentington and Jersey City, New York Repress Line, Fare \$3.
At 7:30 and H.A. M. 230, 3:30, and 5 P. M. for Trenton and Brittol. And as 10:15 A. M. for Bristol.
At 7:30 and 14 A. M. 230, and 5 P. M. for Morraville and Tullytown
At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schence's and Eddington.

At 730 and 1015 A. M. and 230, and 5 P. M. for Schence's and Endington.
At 730 and 1015 A. M. 230, 4, 5, and 6 P. M. for Cornwell's, Torresnate, Holmesburg, Tacony, Wisslooming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations,
FROM WEST I HILADELPHIA DEPOT,
Via Connecting Railway,
At 945 A. M., 120, 4, 230, and 12 P. M. New York Express Lines, via Jersey City: Fare, 53 25
At 945 A. M., 120, 4, 630, and 12 P. M., for Trenton.
At 945 A. M., 120, 4, 630, and 12 P. M., for Trenton.
At 945 A. M., 8, 630 and 12 P. M., for Bravol.
At 12 P. M. (Night), for Morrisythe Tullytown, Schenck's, Ending on, Cornweit's Torresdate, Holmesburg, Tacony, Washemming, Bridesburg, and Frankford.
The 945 A. M., 658 and 15 P. The 945 £. M., 6:30 and E.P. M. Lines will run daily. All others, sundays excepted.

For Lines leaving Keraington depot take the cara on Third or Fifth streets, at Chesnut, 30 intimes before departure. The cars of Earket Street salinary run direct to West Philadelphia Depot. Chesnut and Wainut within one square. On Sundays the Market Street care will run to connect with the 9-25 A. M. 6-30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILBOAD LINES, FROM EANSINGTON DECOT.

At 730 A. M. for Negara Fails, Buffais, Dunkirk, Eimira, Ithaca, Owego, Rochester, Singnamion, Os-wego, Syracuse, Great Bend, Montrose, Wilkesburg, Scranton, Stroudaburg, Waier Gap, Schooley's Moun-tain, etc. tain, etc., carodenourg, Water Gap, Schooley's Moun At 720 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, Bethleney, at

Mauch Chunk, Atlentown, Bethlenen, etc.
At 5 P. M. for Lambertville and Intermediate Sta-CAMDEN AND BURLINGTON COUNTY SAND PERBERTON AND HIGHTSTOWN RAIL-ROADS. FROM EARKET STREET FERRY, (Upper Side.) PROM MARKET STREET FIERRY, (Upper Side.)
At 7 and 10 A. M., 150, 350, and 550 F. M., for Merchantsvine, Mourestown, Hartford, Masonville, Hainsport, Houst Holly, amitaville, Ewansville, Vincentowe, Birmingham, and Pemberton.
At 7 a. M., 150 and 350 F. M., for Lewistown, Wrightslown, Cooks.own, New Egypt, Hornerstown, Cream Ridge, Imiajskown, Sharon, and Highistown. 1116 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL KAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1869,
The trains of the Pennsylvania Central Railcoad leave the Lypot, at THIRTY-FIRST and MARK RY Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Estate streets tairly minutes octore its departer. The Chesnut and Wainut attreets cars run within one square of the Depot.

Bleeping Car Tickets can be mad on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the Cepot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 361 Chesnut street, or No. 116 Market asreet, will receive attention.

receive attention. LEAVE DEPUT, VIZ:-

TRAINS ARRIVE AT DEPOT, VIZ.

The Pennsylvania Rallroad Company will not acsume any risk for Baggage, except for Wearing Apparel, 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 special contract. EDWARD H. Williams,
425 General Superintendent Attoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD, TIME TABLE, Commencing MONDAY, November 23, 1965, Trains will neave Depot corner Broad street and washington avenue, as follows:- Way & sil Train at 820 A. M. (Sundays excepted). Way Resi Train at \$ 30 A. M. (Sundays excepted), for Baitimore, stopping at all regular stations, Connecting with Delaware Bailroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Bailmore and Washington, stopping at Wilmington, Perryville, and Havre-ce-Grace, Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Bailmore and Washington, stopping at Chester, Tauriow, Linwood, Claymont, Wilmington, New Port, Stanton, Newark, Eikton, North-Kast, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Eugewood, Magnolia, Chase's, and Stemmer's Run.

Run.
Night Express at 11:30 P. M. (Daily) for Baltimore and Wasnington, stopping at Chester, Thuriow. Linwood, Claymont, Wilmington, Newara Elkton, North-Rast, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Nortoik will take the 12:00 M. train.
WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 1100 A. M., 230, 500, and
7,00 P. M. The 500 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate ware tainons.

Leave Wilmington 7 00 and 8 10 A. M. 1 30, 4 15 and 7 00 P. M. The 8 10 A. M. Train will not stop between Chester and Phisaceiphis. The 7 00 P. A. Train from Wilmington runs design all other Accommodation

Wilmington runs daily: all other Accommodation Trains bindays excepted.

From Baitimore to Philadelphia.—Leave Baitimore 725 A. M., Way Mail, Fab A. M., Express.

Express. 725 F. M., Express.

EUNDAY TRAIN FROM BAITIMORE.

Leaves Baitimore at 725 P. M., Studing at Magnolis, Perryman's, Abergeen, linvre de Grace, Perryville. Charlestows, North East, Elicon, Newark, Banton, Newport, Wilmington, Clayman, Linwood, and Chester. and Chester.

Through tickets to all points West, South, and Chester.

Through tickets to all points West, South, and southwest may be procured at ticket ochice, No. 828 Chesnut street, under Continenal Hotel, where also Chesnut street, under Continenal Hotel, where also Chesnut street, and Berths in Sceping cars can be secured during the day. Persons purchasing tickets at this office can have baggage on okas at their residence by the Union Transfer Company, dence by the Union Transfer Company.

PHILADELPHIA AND ERIE HAILROAD. WINTER TIME TABLE. THROUGH AND DIRECT ROUTE BETWEEN PHI ADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. VANIA.

Elegant Siceping Cars on all Night Trains.
On and after MONDAY. November 23, 1868, the
rains on the Philadelphia and Eric inniroad will trains on the P WESTWALD.

WESTWALD.

MAIL TRAIN leaves Philadeiphia 10.45 P. M.
Williamspor 5.15 A. M.
arrives at Eric. 5.50 P. M.
ERIE EXFRESS leaves Philadeiphia 11.65 A. M.
Williamsport 50 P. M.
ELMIRA MAIL leaves Philadeiphia 5.00 A. M.
Williamsport 6.30 P. M.
Williamsport 6.30 P. M.
Williamsport 6.30 P. M. Milliamsport 53 P. M.

arrives at Lockhaven 745 P. M.

MAIL TRAIN leaves Erie. 1055 A. M.
Williamsport 1255 A. M.

arrives at Philadeiphia 1000 A. M.

EBIE ENPRESS leaves Erie. 750 A. M.

arrives at Philadeiphia 1000 A. M.

EBIE ENPRESS leaves Erie. 750 A. M.

arrives at Philadeiphia 1000 A. M.

Brives at Philadeiphia 1000 A. M.

Brives at Philadeiphia 1000 A. M. arrives at Philadelphia... 4:20 P. M. Man and Express connect with Oil Creek and Alleghery fliver Railroad, BAGGAGE CHECKED THROUGH, ALFRED L. TYLER, 112 General Superintendent.

W EST JERSEY RAILROADS.—
FALL AND WINTER ABRANGEMENT.

Yeon foot of MABRET Street (Upper Ferry).

CLIMITED WEDNESDAY, September 16, 1863.
TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Milville, 8'15
P. M.
For Milville, Vineland, and intermediate stations
8'16 A. M., 3'15 P. M.
For Bridgeton, Balem, and way stations 8'15 A. M.

For Woodbury at 8'15 A. M., 8'15, 8'50, and 6'00 P. M.
Freight train teaves Camden daity at 12 o'clock

BOOD.

The reserved at a second covered. noon.

Fight received at second covered whas below Walnub tirect, dally.

Freight Delivered No. 238 Houth Delaware avenua.

Wilsta and J. Hr. W. E.L. huperinioudeas.

AUCTION SALES

M. THOMAS & SUNS, NOE. 139 AND 148

FINE ART EXHIBITION AND SALE.
CARD.—The plendid collection of Paintings from M. Knordler, successor to Goupil & Co., will be on exhibition at the academy of Fine Arts on Wedneday, 20th inst. The sale will take place on the evenings on February 1 and 2.

Pale at the Auction Rooms, Nov. 139 and 141 S. Pourth

Sale at the Auction Rooms, Nov. 138 and 141 S. Pourth street.

HANDSOME FURNITURES, PIANOS, MIRRORS, FIRK-PROOF SAFES, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETU.

On Thursday Morning,
Jan. 21. at 9 o clock, at the auction rooms, by catalogue, a large assortment of superior household furniture, comprising handsome wainut parior, dorary, and dining-toom furniture, covered with plush, reps std hafr-loth, ofted wa'ous camber suits; cottage chamber suits; french plate mitrons; elegant wainut sideboards; handsome wardrobes, booked es, extention, centre, and bouquet tables; ohina, glass, and plated ware; beds and bidding, fine hair mattresses; mire assortment of superior office forniture; large and suiterior fireproof saie made by Farrel & Herring; from chests, consuming and cooking stoves, handsome velvet firussels, and other carpets, etc.

Also, Turkish Damascus sabre, navy revolver, steel breasiplates, sliver piate, etc.

Piano Fortes.

Also, 2 elegant rose sood 7 octave; i ano fortes, made by Fisher & E. P. Grabam; superior makogany piano forte.

Also, seversi Italian marb'e statues and butts, bronze clocks, cut g'assware, etc., being the property of a gentieman deciling homekeeping. [1192] MARTIN BROTHERS, AUCTIONEERS,— No. 129 CHESNUT St., rear entrace from Minor.

No. 129 CHEENUT St., rear entrance from Minor.

Sale at the Auction Rooms.

HANDSONE WALNUT DRAWING-ROOM, LILEARY, CHAMSER AND DINING-ROOM
FURNITURES, FINE FRENCH PLATE MIRROLS, FLEGANT PIANO FORTES, FINE
CARPETS, ETC.

On Wadnesday Morning,
Jan. 20, at 16 o'olock, at the auction rooms. No. 527
Cheenut street, by catalogue, an assortment of Handscope Household Furniture, including Elegant
walnut and garnet plush drawing-room suit, fine
Frinch plate mantel and p'er mirrors, elegant rosewood 7 octave plane forte, handsome walnut and
reps library suit, tuits walnut chamber furniture,
large and handsome wardrobes, mattresses, and
becoleg, fine brouze and glit gas and coal oil chandeliers, line Franca; china cinner and dessert seis,
sligie harness, handsome Brussels and other carpets, palatings and engravings, extension dining
lables, duther-room chains guns etc

Also, very fine toned cabinet organ, elegant walnut
case.

Peremptory Sale.

PIXTURES OF A 6 RAIN DISTILLERY, STEAM ENGINE, BOILERS, ETC.,

NO. 18.3 Cuba street First Ward.

On Thursday Morning.

Jan. 21, at 16 o'clock, at No. 1833 Cuba street, between Third and Fourth streets, below Moore street, without reserve, the entire Fixtures of a Grain Distillery, including five borse power steam engine, five and twelve borse boilers, mush and fe menting tubs, spatting beiting, pulleys, platform scales, Mocutcheon thirty-inch grain mill, etc.

1 19 21

Peremptory sale at the southeast corner of Twenty-third and Spring Garden streets.

CART, THREE HEAVY TRUCKS, WHEELS, SPOKES, FELLOES, ETC., On Friday Afterboon.

Jan E., at 2 o'clock, on the premises, southeast corner or Twenty-third and Spring Garden streets, a quantity of goods suitable for wheelwrights and others.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street: rear entrance No. 1107 Sansom 61

CHESNUT Street: rear entrance No. 1107 Samon set

SALE OF ELEGANT SHUFFIELD PLATED

WASE, PEABL AND IVORY HAVDLE TABLE
CUTLERY, ETC.; ITALIAN MARBLE VASISS,
STATUETTES, TAZZAN, ETC.

On Tucsday and Wednesday evenings.
At75, o clock, at the auction store, No. 1110 Chesnut
street, will be sold a large and full assortment of fine
Sheffie'd Plated Ware, comorising—Meat dishes,
cyster and soup tureens, entree dishes, epergnes, gold
lined tea sets, with urns to mator; cake baskets,
salvers, wine sets, dinner and breakiast castors,
plekle sets, spoon holders etc.

CUTLERY—A large assortment of ivory balance
handle table and tea knives, with beef and game
carvers to match.

Also, dinner, deseart, and tea spoons and forks, in
plain beaded, and king's patterns.

EARBLE VASES—Also, an assortment of Italian
marble vases, statuettes, groups, tazzal, etc. [118 2t]

LIPPINGOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET SA.

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

CLARK & EVANS, AUCTIONEERS, NO. 670

Will sell THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hoslery, Stationery, Table and Pocaet Unitery, Notions, etc.

City and country merchants will find bargains.

Terms cash. Soods packed free of charge

BUNTING, DURBOROW & CO., AUCTION. D RERS, Nos. 222 and 234 MARKET Street, corner or Bank street. Successors to John B. Myers & Go.

AT PRIVATE SALE, 50 cases infantry overcosts, perfect. 50 cases grey-mixed srmy shirts. C. D. MCCLEES & CO., AUCTIONEERS

SALE CF 100 CASES BOOTS, SHOES, BROGARS,
BALMORALS, ETC.
On Thursday Morning,
Jan. 21, commencing at 10 o'clock, we will sell, by
catalogue, for cash, 900 cases men's, boys', and youths'
boots, shoes, brogans, balmorals, etc.
Also, a large line of ladles', misses', and children's

LUMBER. SPRUCE JOIST. 1869. 18t9. BPAUCE JOINT, HEMLOCK, HEMLOCK, SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, SPANISH CEDAR, FOR PATTERNS, KED CEDAR, 1869

FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING 1869 DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

WALNUT BDS AND PLANK. WALNUT BDS, AND PLANK. WALNUT BOARDS. WALNUT PLANK. UNDERTAKERS LUMBER, UNDERTAKERS LUMBER, RED ORDAR. WALNUT AND FINE.

9 BEASONED POPLAR. 1 SEASONED CHERRY. 1 WHITE CAK PLANK AND BOARDS. HIUKORY. 1869 1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING, CAROLINA B. T. SILLS, NUEWAY SCANTLING. 1869

CEPAR SHINGLES, 186
CYPRESS SHINGLES, MAULE, BROTHER & CO.,
No. 2500 SOUTH Street. 1869 1869 2.17

T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS SHACKAMAXON STREET WHARF, BELOW SLOAT'S MILLS,

PHIL DELPHIA AGENTS FOR SOUTHERN AND EASTERN MAN Exturers of YELLOW PANE and SPRUCE TIMES BOARDS, etc., shall be happy to turnish orders who tessale rates, deliverable at any accessible port. Constantly receiving and on hand at our wharf SOUTHERN FIGORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, EED-SLATS, SPRUCE, HEMILOUR, SRILEUT MICHIGAN AND CANADA PLANE AND BOARDS, AND RACMATUC SHIP-KNESS,

ALL OF WHICH WILL BE DELIVERED AT ANY PARTOFTHECITY PROMPTLY

LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

IN BANKRUPTCY.

To the Creditors of the Hankrupt:

The undersigned bereby gives notice of his appointment as Assignee of WILLIAM B. DARRETT, of the tity and county of Philadelpula, and the State of Pennsylvaria, within said District, who has been adjudged a bankrypt hope his own pesition has been adjudged a bankrupt upon his own pelition by the District Court of said District. ALEX, P. COLLESSERY, Assignes, 112 test Eg. 27 UHESSUT Street.