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TEDDY, ME BYE.

To Mr. Jeddy McGinms, Esq., Kildowery, County Cork, Ireland. DEAR COUSIN: -

Teddy, me bye?

Teddy, my byc.

Me pin in my haud I'm a takin', To write yez this bit of a scrawl, An' hopin' in health it will and yez, As, plaze God, it's favin us all; An' Ted I'll be after inquiring How are yez doin' this bright summer day? How are the pigs and the childer, And the rest of yez over the say,

It's meself wud be happy to see yez Put yure good lookin' phiz thru the dure; It's meself that wud trot out the whisky, Till yez shispe like a king on the flure. I'd give yez me bed, but for Judy, Whose failing I'm afraid it wud hurt, But we'd impty the bottle together, An' together we'd shispe in the durt,

Shure, Ted, it's an illigant counthry; There is praties and whisky galore, An' mighty good pig for the atin, An' money to buy it, asthore. As for clothes, bedad I've a breeches Wid niver a patch or a hole,
An' to mass Judy goes wid a bunnit
An' a feather as black as a coal,
Teddy, me bye.

An' election times, Teddy, me darlint, Twud make your eyes stick out a fut, To see how the greenbacks are flyin', And how quick in our pockets they're put. Shure what is the use of a ballot, If to sell it yez always refuse?

The way is to pocket the money, An' then vote just as yez chuze, Teddy, me bye. An' that brings round to the story .

Toat I'm scratchin this letter to say; Election times comin' on, Teddy, It's wanted yez are right away, For Dimmykrats are not so plenty But we want all the byes over, shure, To swing the shillaly, drink whisky, An' shove in the votes for Saymore, Teddy, me bye.

Never mind about risidence, Teddy, Shure yer risidence is under yer hat— Divil a wun have yez got in Kildowery— Lave to me all such matters as that. Sure me sister's son, Paddy Mullonay, Has a friend in New York who will schware That yez worked by his side and dug cellars In Ameriky many a yare, Teddy, me bye,

He'll fix up yer papers so nately,
That ye'll think yez American boin;
In a good shute of clothes ye'll be struttin',
Instead of yer breeches all torn. Whin up to the polls ye are marchin' Shure the nagura will all hould their whisht, If some blayguard axes impident questions, Just tip him a shmell of yer phist, Teddy, me bye.

Och, Teddy, now don't yez be sthayin', Slang yer furnity onto yer sthick, Au', sthep out for Cork and take passage For Ameriky sudden and quick; For the country will go to the divil Under naggur and radikle shway, Unless saved by the votes and shillalies Ov the byes fresh from over the say, Teddy, me byc.

They're atin' us up with their taxes
An' stbamps, and the divil knows what,
Though barrin' the duty on whisky Niver a tax out of me have they got, They're givin us green rags for money, (it's a phistful I wish that I had,) An' we're starvin' on beef and corn whisky, Which is mighty good starvin' bedad,

Teddy, me bye. But that's not the worst of it, Teddy: The nagur's a citizen now— Can vote like a Dimmykeat white man. And shtick up for his rights in a row. So preverted is public opinion

'Tisn't safe to crack open his skhull, As the bair on a Dimmykrat cranium Is no better than Airikan wool, Teddy, me bye. In the morn'n', when lavin' the shanty,

Judy schrams out, "Dinnis, don't go Some murtherin thafe of a nagur Will be killin' me Dinnis, I know, An' thin comm' down to the shanty An' marryin' me right out of hand !"
That a nagur should marry me Judy Is more, bedad, than I'll sthand, Teddy, me bye.

But we'll soon give the scoundrels a drubbin', Vallaudigham's now to the fore, Thad Stevens has gone to blue blazes An' bedad we've a friend in Saymore. So pack up your duds in a hurry. Not forgettin to sphit on your fisht,

An' lay hould on your blackthorn shillaly, An' we'll soon give the nagurs a twist, Teddy, me bye.
Dunnis O'FLAHBRIY. Your cousin,

CITY COUNCILS.

The regular stated meeting of both branches of Councils was held yesterday afternoon. Select Branch.—Mr. Smith offered a petition for the extension of the law prohibiting the erection of wooden buildings as far as Penn street, Twenty-second ward.

Mr. Cattell presented a petition for a sewer to

cross Lancaster avenue.

Mr. Jones presented a petition for the location of the David M. Lyle Hose Company in Manyunk.

A batch of private petitions were presented and referred with the rest.

Mr. Cattell called attention of Councils to the

fact that people are paving streets around Girard College without authority. Referred.

An ordinance to make appropriation to the Water Department was offered by Mr. Hodgdon. The sum named in the bill is \$430,859. The object of the expenditure is to make the much needed enterpower of the different water works so long. largement of the different water-works, so long talked of by the Chamber. The ordinance passed.

Mr. Hodgdon offered a resolution to award con-

tracts for the Water Department, as follows, with S. Fulton & Co., lowest bidder for iron pipe. J. Sheppard & Co., for iron castings.

Duplain & Reeves, for brass castings.

Tathem & Bro., for pig lead.

Jessee W. Starr & Sons, for the twenty inches

main.
The prices of the successful bidders were: 6 inch

non pipe, 3.5-16 cents per lb. 4 inch, 3.5-16 cents; 3 inch pipe (600 feet), 3.5-16 cents; and branches, bends, &c., at 4% cents per lb. Iron castings for stops, plugs, &c., 29-10 cents

Brass castings, 21% cents per lb.

Pig lead, 943-100 cents per lb.

The 20 inch main pipe at 3% cents per lb.

Mr. Smith offered a resolution that the Commit-Mr. Smith offered a resolution that the Committee on Finance be instructed to inquire into the conditions of the agreement existing between the city and the American Philosophical Society, and report an ordinance providing means for completing the purchase according to existing agreement.

[The time for purchasing the right of the society to the ground occupied by them in Independence square for the sum of \$78,000 has nearly expired.

Reporter.]

It was announced that the Committee on Prisons would visit Moyamensing prison on Saturday P. M., at 3 o'clock, with a view to making examination as to future legislation to be asked for. The hope was expressed that as many members of both branches as could be present would accompany the committee.

Mr. Bumm, Chairman of the Committee on Port Wardens, offered a resolution that the Committee on Law be instructed to inquire into the possibility of framing an ordinance to prevent the distillers from emptying into the sewers the mash that they accumulate, and report at an early day to the Councils what legislation will accomplish the pur-

The resolution was adopted unanimously.

A resolution to authorize the grading, curving and paving of Marion street, Twenty-second ward,

and paving of Marion street. Twenty-second ward, was adopted.

A note was received from the Receiver of Taxes asking the confirmation of Captain John E. Riley and John Haugh as clerks in his office, and Alfred Gentry as receiver for the Twenty-third ward.

A resolution of request to his Honor the Mayor, asking the revecation of an order made by him to prevent the public distribution of bread in front of the American Theatre by Mr. Fox, was referred to the Committee on Police. Mr. Fox has contracted for 20,000 loaves of bread, and but 4000 have been distributed.

The President explained that the Mayor didn't interfere with Mr. Fox in giving away bread, nor did he issue any such order. He only asked that

Mr. Fox would distribute the bread on the Sanson street front of the theatre, and not in Walnut street, whereby a crowd blocks up the thoroughfare.

The subject of taking possession of the Northern Liberties Gas-works was indefinitely postponed.

The bill relative to the location of public build-

ings in Penn square, and not in Independence square, was discussed. Mr. Bumm made a motion indefinitely to postpone, because he thought that

Indefinitely to postpone, because he thought that Independence square was the only place for the crection of public buildings.

Mr. Barlow gave the opinion that Penn square was the only suitable place for the structures. Mr. Hodgdon made a long speech in favor of Independence square. Mr. Smith was perfectly satisfied that the interests of the city demanded the location of the buildings in Penn square. Mr. Cattell spoke at length to like effect.

The subject was indefinitely postponed by a vote of 15 to 10.

There was something of a sensation in the Chamber when the vote was polled. The lobbies and ante-rooms were filled with people, of whom many

tet in unuterable disgust.]
The yeas were: Messrs. Bumm, Cochran, Duffy,
Fox, Franciscus, Harkness, Hodgdon, Hookey,
Hopkins, Jones, Marcus, Morison, Plumley, Shallcross and Shermer.

cross and Shermer.

Nays—Mesers. Armstrong, Barlow, Cattell, Kramer, Kersey, King, McCutcheon, McIlwain, Smith and Stokley, President.

Mr. Ritchie, of the Committee on Schools, reported an ordinance authorizing the purchase of lots and buildings No. 309 Lombard street and No. 420 south Third street, for school purposes, at a cost not exceeding \$35,090.

This was long debated, several members denouncing the affair as a big "job." Mr. King declared the ground to be utterly inadequate for the

Mr. Duffy showed that the rent now paid for school accommodations is \$2100. There is no light in which the proposed purchase can be viewed that does not prove the investment to be a desirable one for the city. The need for further accommodation is most pressing. It passed.

The long-protracted ordinance to pay certain bills for coal for the Controllers of Public Schools was passed.

was passed.

An ordinance to erect a new school building in the Twenty-sixth section, at a cost of \$32,000, was postponed for one week. postponed for one week.

Mr. Franciscus presented a petition, signed by
every business firm in Broad street, from Market street down, praying for an extension of the time passed for the removal of the burden railroad tracks in Broad street. It was referred to the

Railroad Committee.

A resolution, offered by Mr. Cattell, calling upon
the Commission for the erection of public buildings
to furnish Councils with a statement of the dimensions of Independence square, and the buildings they propose to erect, was opposed by Mr. Kerr, as designed to embarrass the operations of the Com-

Mr. Fox said he was satisfied to see building erected according to the size of the ground. Let them be even four stories high if necessary, and if mecessary let the entrance be inside the square.

Mr. Barlow wanted to know what injury it would do to Councils to know the exact dimensions of Independence square. As a member of Councils he had a right to ask it. Had different counsels prevailed the abomination of a court-house already prevained the abomination of a cours-noise arresdy put upon Independence Square would not have sprung into unsightly existence. It is right that the people should know what is proposed to be done in lumbering the oldest square in the city with such eyesores as this new court-house, that was to be built for \$35,000 and has cost the city near or quite \$100,000.

Mr. Franciscus said that he had twice voted in

favor of the location of the public buildings in In-dependence square, but he would vote for this reso-lution, for he saw no harm that it could do. The resolution was not agreed to, by a vote of 12 A number of bills from Common Council authorizing paying and grading were taken up, pending discussion of which the Chamber adjourned. Common Branch .- President Joseph F. Marcer

occupied the chair.

A communication was received from the City Commissioner, asking the appropriation of \$500 to pay the jurors in the Twitchell case.

Thomas Potter sent in his resignation as one of the directors of the Northern Liberties Gas-works,

which was accepted.

The usual batch of communications, petitions, &c., were received and appropriately referred.

A resolution was offered to meet Select Council in joint convention, Thursday, February 11, for the purpose of electing the heads of departments.

The school appropriation bill was received back from Select Council with several amendments. With a few exceptions these amendments were not concurred in-The subject pending at adjournment of last meeting, namely, the report of the committee on the management of the Highway Department, was

The question was upon a motion that the report General Wagner defended the committee from charges made against it by members of Council and by certain newspapers. He denounced these charges as false in every particular.

Further debate followed by Messrs. Hetzell, Evans and others. The motion that the report be not printed was then withdrawn.

Mr. Hetzell offered a preamble and resolution asking the Legislature not to pass any measures affecting the municipality of Philadelphia which are not asked for by the constituted authorities thereof. Referred to the Committee on Legislation—yeas 31, pays 17.

Mr. Rice offered a resolution providing for a spe-cial committee for the reorganization of the Fire Department.

A motion to refer to the Committee on Fire and Trusts was lost—yeas 19, nays 28. The resolution then passed—yeas 26, nays 28. The bill making an appropriation for the extension of the Fire Alarm Telegraph to the house of the Decatur Steam Fire Engine Company was taken up and read a third time. After some discussion, it was finally passed—yeas 30, nays 16.

The bill to pave Tacony street with rubble pave-ment was then taken up on second reading. A pro-viso that not more than \$1.25 per yard be paid for paving the intersections was agreed to. The bill

paying the intersections was agreed to. The bill then passed.

Mr. Wagner called up a resolution requesting the Legislature to pass a bill appointing commissioners to treat with the State of New Jersey, relative to the jurisdiction over Petty's island.

After some discussion, the resolution was referred to the Committee on Law.

A resolution was then agreed to authorizing a survey of Petty's island. survey of Petty's island.

The Chamber agreed to appoint a committee of conference upon the Select Council amendments to the select appropriation bill. A Select Council resolution giving certain instructions to the Committee on Law was concurred in. A bill from Select Council making an appropria-tion to the Controllers of Public Schools for the purchase of coal was concurred in.

Also, one to pay the claim of Charles Fletcher.
Also, one authorizing the City Solicitor to purchase certain lots of ground in the Fifth ward.
Also, one to extend the city water-works.
Also, a resolution of instruction to the Committee on Finance relative to the Philadelphia Philosophical Society.

sophical Society.

A resolution to grade Marshall street, from Berks to Hunter street, was passed.

Also, one to pave Norris and Nineteenth streets.

Also, an ordinance to pay Joseph P. Small \$102 20 for the construction of a sewer.

Mr. Wagner called up the resolution to discharge the joint special committee for the investigation of the affairs of the Highway Department. Not agreed to, Adjourned.

GAS FIXTURES, ETC.

CORNELIUS & BAKER,

MANUFACTURERS OF

GAS FIXTURES,

LAMPS,

BRONZES, LANTERNS, Etc.

STORE,

No. 710 CHESNUT Street.

MANUFACTORY,

No. 821 CHERRY Street,

PHILADELPHIA 1 30 arawim WOODLANDS CEMETERY COMPANY.—

elected for the year 1868:—

Wm. H. Moore,
Bamuel S. Moon,
Guilles Dallett,
Rdwin Greble.

Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have bassed a resolution requiring both Lot-holders and Vallors to present tickets at the entrance for ambision to the Cemetery. Tickets may he had at the Office of the Campany, No. 813

RAILROAD LINES.

DEADING RAILBOAD, -GREAT TRUNK IV LINE FROM PHILADELPHIA TO THE INTERIOR OF FENNSYLVANIA. THE SCHUYL-RILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1898. Leaving the Company's Depot at Thirteenth and Callowhill a reets, Philadelphia, at the following hours:

hours:— MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:25 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.

At 5'15 A. M. for Reading, Lebason, Harrisburg, Poilsville Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nigaras Fails, Buffan, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Unspresser, Pittaton, York, Carlisle, Chambersburg. Inc 7:00 A. M. train connects at READING with The 7-30 A. M. train connects at READING with East Pennsylvania Rallroad trains for Alientown etc., and the 815 A. M. train consects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLISTON with Catswissa Rallroad trains for Williamsport, Lock Haven, Eimira etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chamber, burg Pinegrove, etc.

A FTERNOON EXPRESS.

Leaves Philadelphia at 120 P. M. for Reading.
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Raisroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Poliadelphia at 5:10 A. M., Returning, leaves Philadelphia at 5 P. M.; arrives 12 Fottstown at 6:15 P. M.

Pottstown at 6:15 P. M.

READING ACCOMMODATION,
Leaves Reading at 7:50 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.,
Returning, leaves Philadelphia at 4:35 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. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 8:35 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:19 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 12:30 noon, for Pottsville and all way stations: leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sonday trains leave Pottsville at 5 A. M. and cepted.
Sunday trains leave Pottsville at S A. M., and
Philadelphia at S15 P. M. Leaves Philadelphia for
Reading at S A. M. Returning from Reading at 425
P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points it ke the 7 30 A. M., 12 30, and 4 P. M. trains from Philadlephia Returning from Downingtown at 6 30 A. M., 12 45 and 5 15 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 730 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 810 A. M. and 12 45 P. M. Siage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 65 A. M., and 1 50 and 10 19 P. M., and nonnecting at Harris urg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamspore, Elmira, Baittmore etc. nore, etc., nore, etc., repress train leaves Harrisburg on Returning Express train leaves from Pittsburg at Returning Express train leaves matriceous on arrival of Pennsylvania Express from Pittsburg at 5-to and 5-50 A. M., and 10-50 P. M., passing Reading at 5-tl and 7-cl A. M., and 12-50 P. M., and arriving at New York at il A. M. and 12-50 and 5 P. M., electing cars accompany these trains through between Jersey City and Pittsburg wilhout change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsville at 6-45 and 11-30 A. M., and 6-4 P. M., returning from Tamaqua at 8-35 A. M., and 2-15 and 4-35 F. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.18 noon for Pinegrove and Tremont. Returning from Harrisburg at 3.50 P. M., and from Tremont at 7.40 A. M. and 6.35 P. M.

TICKETS.

Through first-class tockets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Potistown Accommodation Trains, at account raises. Redding and Potstown Accommodation Trains, at reducturates.

Facuration Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Potstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 27 S. Fourth street. Philadelphia, cr of G. A. Nicnolls, General Superintendent, Reading.

COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms. MILEAGE TICKETS.
Good for 2009 mines, between all points, at \$52.50 each let families and firms.

SEASON TICKETS.

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

CLERGYMEN

Residing on the line of the road will be furnished
ith caros entiting themselves and wives to tickets
t half fare.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lares, to be had only at the Ticket Office, at Thirteenth and

Callowhill atreets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia dally at 4:35 A. M., 12:38 noon, 3 and 8 P. M., for Reading, Levanou, Harr sburg, Pottsyllie, Port Clinton, and all points beyond,

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

BAGGAGE. Dungan's Express will collect baggage for all trains leaving Fhiladelphia Depot. Orders can be len at No. 225 S. Foorth street, or at the Depot, Thirteenth and Callowhill streets.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EA-TON, WILLIAMSPORT, WILKES-BARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNK HANNOCK, AND SCRANTON, WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Screens, daily (Sundays excepted), as follows:and AMERICAN STREET AND AMERICAN ALIENTOWN, AS follows:—
At 7-45 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mananoy City, Pluston, and Tunkoannock.

9-45 A. M. (express) for Bethlehem, Easton, Allentowa, Mauch Chunk, Wilkesbarre, Pittston, and Beranton.

Scranton.
At 145 P. M. (Express) for Bethlehem, Manch (nunk, Whikesbarre, Pittaton, and Scranton.
At 540 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.
For Boylestown at 845 A. M., 245 and 415 P. M.
For Fort Washington at 1045 A. M. and 115 P. M.
For Landale at 22 P. M.
Fifth and bixth streets, Second and Third streets.

Fifth and bixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlenem at \$10 A. M., 2:10, 5:25, and

Prom Devices own at 8:35 A. M., 4:55 and 7 P. M.
From Lansdale at 7:56 A. M.
From Fort Washington at 10:45 A. M. and 3:16 P. M.
ON SUNDAYS.
Philadelphia for Devices own at 2 P. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 7 A. M.
Tickets sold and Baggage checked through at
Main's North Pennsylvania Baggage Express Office,
No. 14:58. FIFTH street. Mann's North Pennsylvania.
Re. 1468. FIFTH street. ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA
On and after MONDAY, October 5, 1868, Trains will On and atter MONDAY, October 5, 1868, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7:45 A. M., 11 A. M.,
280 P. M., 415 P. M., 450 P. M., 645 and 1730 P. M.,
Leave West Chester for Philadelphia, from Deport
on East Market street at 6.25 A. M., 745 A. M., 850 A.
M., 1945 A. M., 185 P. M., 450 P. M., and 6:55 P. M.,
Trains leave West Chester at 8.00 A. M., and leavit g Philadelphia at 450 P. M., will stop at B. C. Junclion and Media only. Passengers to or from station
between West Chester and B. C. Juncilon, going
East, will take train leaving West Chester at 7:45
A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C.
Junction.

The Depot in Philadelphia is rescaled directly by

The Depot in Philadelphia is reached directly by the Cheanut and Walsut Street cars. Those of the blarket Street line run within one square. The cars of both lines connect with each train upon its arrival. Arrival.

ON SUNDAYS,
Leave Philadelphia at \$55 A. M. and 200 P. M.
Leave West Chester at 755 A. M. and 200 P. M.
Trains leaving Philadelphia at 755 A. M. and 550
P. M., and leaving West Chester at 800 A. M. and 550
P. M., connect at B. C. Junction with Trains on P. &
B. G. R. B., for Oxford and intermediate points.

\$102

RAILROAD LINES.

1868 - FOR NEW YORK, - THE CAMDEN AND TRENTON BAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

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 Jerney City, New York Express Line, Fare \$3,
At 7:30 and 11 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 11 A. M. 2:30, and 5 P. M. for Morrisville and Tullytown.

At7:30 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 Science's and Eddington.

At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 5 P. M. for Holmesburg and intermediate Stations,

FROM WEST FHILADELPHIA DEPOT, Via Connecting Railway.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Libes, Via Jersey City; Fare, \$3:25.

At 11:30 P. M. Emigrant Line; Fare, \$3:26.

At 9:46 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

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

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornweil's, Torresdale, Holmesburg, Tacony, Washnoming, Bridesburg, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M. Lines will run

burg, Tacony, Washinoming, Bridesburg, and Frankford.

The 945 A. M., 650 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines issving Kensington depot take the cars on Third or Fifth streets, at Chemut, 30 minutes before departure. The cars of Market Street is allway run direct to West Philadelphia Depot. Chemut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 630 and 12 P. M. Lines.

BicLylderke De Laware Railroad Lines, BicLylderke De Laware Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghanton, Oswego, Syracuse, Great Rend, Montrose, Wilkesbarre, Scrimton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

At 730 A. M. and 230 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 830 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Statlons.

CAMDEN AND BURLINGTON COUNTY IAND PERSERTON AND HIGHTSTOWN RAIL FROM MARKET STREET FERRY, (Upper Side.) Al 7 and 10 A. M., 150, 35c, and 550 P. M., for Merchantsville, Mourestown, Hartford, Masonville, Hainsport, Hount Holly, emithville, Ewansville Vincentows, Birmingham, and Pemberton.

At 7 a. M., 150 and 330 P. M., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Highstown, Sharon and Highstown. Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 18 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procept Sunday. For this train tickets must be procept and baggage delivered by 5 to P. M., at No. 115

PHILADELPHIA, WILMINGTON, AND HILADELPHIA, WILMINGTON, A N D
BAITIMORE RAILROAD.—TIME TABLE.—
Commencing MONDAY, November 23, 1863.—Trains
will leave Depot corner Broad street and Washington avenue, as follows:—
Way-Mail Train at 8:30 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations. Connecular with Delaware Baltroad at Wilmington for
Cristicid and intermediate stations.
Express Train at 12 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-ce-Grace, Connects at Wilmington with train for New Castle.
Express Train at 4:00 P. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's
Ron.
Night Express at 11:30 P. M. (Daily) for Baltimore Run.

Night Express at 11'30 P. M. (Daily) for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Whimington, Newark. Elkton, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Norfolk will take the 12'00 M. train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad 10c Harrington and intermediate ware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and 7:00 F. M. The 8:10 A. M., Train will not stop between Chester and Philadeignia. The 7:00 F. M. Train from Wilmington runs daily; all other Accommodation Trains bundays excepted.

From Baitimors to Philadelphia.—Leave Baitimore 7:25 A. M., Way Mail. 9:35 A. M., Express, 7:25 F. M., Express, 7:25

stanton, Newpors, withing the control and Chester.
Through tickets to all points West, South, and
Through tickets to all points West, South, and
Southwest may be procured at ticket office, No. 828
Southwest may be procured at ticket office, No. 828
Southwest may be procured Hotel, where also
Chesnut street, under Confinental Hotel, where also
Siate Rooms and Berths in Siesping Lars can be
secured during the day. Persons purchasing tickets
at this office can have baggage chicked at their residence by the Union Transher Company,
dence by the Union Transher Company.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA.
BAITIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYLRICCEPHIA RICCEPHIA RICCEPHIA RICCEPHIA RICCEPHIA VANIA.

Riegant Siceping Cars on all Night Trains,

On and after MONDAY, November 23, 1868,

trains on the Philadelphia and Eric Railroad

run as follows:—

WESTWARD MAIL TRAIN leaves Philadelphia.....
Williamsport.....
ERIE ENFRESS leaves Philadelphia....
Williamsport..... ERIE ENPRESS leaves Williamsport. 850 P. M.
arrives at Erie. 1070 A. M.
ELMIRA MAIL leaves Philadelphia. 800 A. M.
Williamsport. 630 P. M.
EASYWARD. 1255 A. M.
EASYWARD. 1255 A. M.
Williamsport. 1255 A. M.
arrives at Philadelphia. 1000 A. M.
EBIE EXPRESS leaves Frie. 625 P. M.
Williamsport. 750 A. M.
arrives at Philadelphia. 420 P. M.
Mail and Express connect with Oil Creek and
Allegheny River Ealiroad. BAGGAGE CHECKED
THEOUGH. General Superintendens.

FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape hay and stations below Miliville, 815
P. M.
For Miliville, Vineland, and intermediate stations 815 A. M., 3'15 P. M.
For Hridgeton, Salem, and way stations 8'15 A. M.
and 8'30 P. M.
For Woodbury at 8'15 A. M., 2'15, 3'30, and 6'00 P. M.
For Woodbury at 8'15 A. M., 2'15, 3'30, and 6'00 P. M.
Preight train leaves Camden daily at 12 o'dlock noon. noon.
Freight received at second covered whaaf; its
Walnut street, daily.
Freight Delivered No. 228 South Delawareaved
WILLIAM J. SEWELL.
Repartmentent

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9, 50, 10, 11, 12 A. M.,

1, 2, 3 15, 25, 4, 5, 5 %, 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 75, 8, 820, 9, 10, 11, 12 A.

M., 1, 2, 3, 4, 5, 6, 6, 7, 8, 9, 10 11 P. M.

The 8 20 down train, and 3% and 5% up trains, will not step on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 7, and 10% P. M.
Leave Germaniown at 8 15 A. M., 1, 5, and 9% P. M. CHESTNUT HILL RAILBOAD.

Leave Philadelphia at 8, 8, 10, 12 A. M., 2, 834, 8%, 7, 9, and 11 P. M.

Leave Chestnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A., 2 and 7 P. M.

Leave Chestaut Hill at 7:50 A. M., 12:40, 5:40, and 9:25
P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6,734,9, and 1105 A. M., 134, 3. 434, 556, 656, 805 and 115 F. M. Leave Norristown at 540, 7,750,9, and 11 A. M., 154, 3. 456, 556, and 85 P. M.

ON SUNDAYS. Leave Philadelphia at 9 &. M.; 2½ and 7¼ P. M., Leave Norristown at 7 A. M.; 5½ and 9 P. M.

FOR MANAYUNE.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M.; 1½, 4½, 5½, 5½, 8 65, and 11½ P. M.

Leave Manayunk at 6:10, 7½, 8 20, 9½, and 11½ A. M.; 8½, 0, 6½, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M; 2½ and 7½ P. M.

Leave Manayunk at 7½ A. M; 6 and 9½ P. M.

W. S. WILSON, General Superintendent.

Depot, Ninth and Green streets.

PROPOSALS. BALED PROPOSALS WILL BE RECEIVED at the Office of the Chief Quartermaster Military Division of the Missouri, St. Louis, Mo., until 12 M., on the 20th day of February, 1869, for the transportation of Government troops and supplies from the following points to posts on the Missouri river, as indicated, during the time from March 20, 1869, to October 20, 1869 technique with

during the time from March 20, 1869, to October 20, 1869, inclusive, viz:—
From St. Louis to Sioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Renton.
From Wyandotte, Kansas, to Sloux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Renton.

Benton. From Fort Leavenworth to Sloux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort

Benton.

From Omaha to Sloux City, Forts Randail,
Sully, Rice, Stevenson, Buford, Camp Cook, or
any post that may be established at the mouth
of Muscleshell river, and Fort Benton.

From Fort Randail to Forts Sully, Rice, Stevenson, Buford, Camp Cook, or any post that
may be established at the mouth of Muscleshell river, and Fort Renton. shell river, and Fort Benton.
From Fort Sully to Forts Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Mussleshell

iver, and Fort Benton. From Fort Rice to Forts Stevenson, Buford, Camp Cook, or any post that may be estab-lished at the mouth of the Muscleshell river,

and Fort Benton.

From Fort Stevenson to Fort Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort the mouth of the Muscleshell river, and Fort Benton.

From Fort Buford to Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Camp Cook, or any post that may be established at the mouth of the Muscleshell river, to Fort Benton.

It will be the endeavor of the Government to the Muscleshell river, to Fort Benton.

ship during the season most favorable for navi-gation of the river, say between June 1 and August 31. Bidders will state, however, the rate degrately for each month from March 20 to October 20 inclusive, the date of starting, so as to determine the rate to be paid) at which they will perform the service from each of the starting points of destination above named, as fol-

The contractor will be required to transport stores by land in the event of failure by water; and all stores received by the contractor for transportation must be delivered at their desti-

nation within the year 1809. Bidders will pleasegive the rate at which they will furnish transportation down stream. In case the contracting party falls to carry freight as required, the Government reserves the right to furnish the transportation at the expense of the contractor; and nothing herein contained shall be so construed as to prevent the Government from transporting public sup-

piles on any of its own boats.

The Government reserves the right to reject any or all the bids that may be offered.

Bidders are informed that no boat loaded with Government stores will be allowed to go above Sloux City, Iowa, drawing over three and one half feet of water, and that boats will

not be required to go to points above Sioux City with less than 130 tons. City with less than 130 tons.

Bidders should give their names in full, as well as their places of residence, and each proposal must be accompanied with a bond in the sum of \$10,000, signed by two or more responsible persons, guaranteeing that in case the contract is awarded to the person proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said party, in accordance with the terms of this advertisement.

The contractor will be required to give bonds in the sum of \$100,000.

The party to whom the award is made must be prepared to execute the contract at once, The party to whom the award is made must be prepared to execute the contract at once, and to give the required bond for the faithful performance of the contract.

As railroad transportation may be required for troops and supplies from Chicago, Intinois, to Sloux Gily, proposals for the same during the season above specified are invited.

Copy of blank form of river contract to be entered into, in the event of award, and blank forms of proposals, can be had by application to this office, at the office of the Chief Quartermaster, Department of the Missouri, Fort Leavenworth, Kansas; of Chief Quartermaster, Department of the Platte, Omana, Nebraska; and at the office of Brevet Brigadier-General Fred. Myers, Deputy Quartermaster-General, U. S. Army, Chicago, Illinois.

Proposals for river transportation should be endorsed "Proposals for Army Transportation by the Missouri river;" those for rail, "Proposals for Army Transportation from Chicago to Sioux City," and addressed to the undersigned.

Ey order of the Quartermaster-General U. S. A.

advertisement.

By order of the Quartermaster General U.S.A.
J. L. DONALDSON,
Assistant Quartermaster-General U.S.A.,
Chief Quartermaster Military Division of the
Missouri. 12523t

PROPOSALS FOR CORN. HEADQUARTERS FIFTH MILITARY DISTRICT, STATE OF TEXAS

OFFICE OF CHIEF QUARTERS TEXAS,

OFFICE OF CHIEF QUARTERT MASTER,

AUSTIN, TEXAS, Jan. 5, 1869.

Sealed proposals, in duplicate, will be received at this office until SATURDAY, February 13, 1869, at 12 o'clock M., for furnishing the Quartermaster's Department at Camp Concordia. Texas, with such quantity of Corn as may be required until June 30 1869.

Corn to be of good, clean, merchantable quality, shelled, and delivered in sacks, subject to a rigid inspection.

Delivery to commence on acceptance of contract, and continue in such quantities and at such times as may be required by the Post Quartermaster.

Elds to be plainly endorsed "Proposals for Corn at Camp Concordia," and addressed to the undersigned.

By command of Brevet Major-General Canby.

Brevet Brigadier-General and C. Q. M.,

Brevet Brigadier-General and C. Q. M.,

1 22 3w

DB. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union Streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

Hissuperiority in the prompt and perfect core of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the akin, appearing in a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities soleutifically and successfully treated. Office hours from 5 A. M. 19 3 F. M.

AUCTION SALES M. THOMAS & BONS, NOS. 139 AND 14 SALE OF REAL ESTATE AND STOCKS, February 9 at 12 ;0'clock, noon, at the Exchange, will in-

9 at 12;0'clock, noon, at the Exchange, will include—
MARKET STREET, Nos. 1724, 1325, and 1722—Public building known as the "NATIONAL HALL," of FOURTH (south), Nos. 316 and 215—Valuable Rost-FOURTH AND WYALUSING, S. E. opener. Two Modern Dwellings. er-Two Modern Dwellings. FOURTH AND MIFFLIN, S. E. corner-Valuable THIRTY FOURTH AND HAVERPORD, S. R. Corner-Modern Residence.

EIGHTH, above Race-Large Lot, 20 by 119 feet,
TWENTY-FOURTH (nerth), Nos. 775 and 777-Two Modern Dwellings, MONROE, Nos. 317, 319, and 319%—Store and Dwell-

1 share West Chester Railroad,
5 shares Pennsylvania Horticultural Society,
1 share Academy of Fine Arts,
1 share Philadelphia Atheneum,
80 shares Lehigh Crane Iron Company,
44 shares Germantown and Perklomen Turnpike

ompacy. 500 shares Germantown Passenger Rallway Co. 4 shares Philadelphia and Southern Mail Steamhip Company. 222 abares Baltimore and Phila. Steamboat Co. \$10 000 first mortgage bonds of the Eastern Share Railroad Company. 128 shares Bellefonte and Snowshoe F. R. Co. [2531

BUNTING, DURBOBOW & CO., AUCTIONS of Bank street, Successors to John B. Myers & Go. IMPURTANT SALE OF 2002 CASES BOOTS, SHOES TRAVELLING BAGS, ETG.

Feb 9, at 10 o'clock, on four months' credit, [235t]

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thorsday Mercing. Feb. 11, at 10 o clock, on four months' credit. 248t THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street; rear contained No. 1107 Sansons unt

VALUABLE PRIVATE LIBRARY. On Monday Evening.

Sth instant at 7 o'ciock, at the Auction Rooms,
valuable private library, including standard works
in fine bindings.

HANDSOME WALNUT FURNITURE, FRENCH
FLATE OVAL MIRROR, HANDSOME BROSSELS AND OTHER CARPETS, ETC.
On Tuesday Morning.
February 9, at 10 o'clock, at No. 259 8. Ninth
sireet, shove Spruce, by catalogue, the entire Furniture including—Handsome walnut and green reps
parlor suit, elegant walnut chamber suit. cottage
suit, spring beds, mattresses, handsome Brussels
and other carpets, dining-room and kitchen furniture and utensils, etc.
May be seen early on morning of sale.

25 M

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sona.)
No. 525 CHESNUT St., rear entrance from Minor.

Peremptory Sale on the Premises, to close the Partnership Concern of the Firm of Evans & Watson.

1 TOCK AND MACHINERY.

SUPPRIOR FIRE-PROOF SAFES, SUPPRIOR
FIRE-PROOF SAFE, with Sanborn Steam Pasent;
I FINE BURGLAR-PROOF SAFES, SECONDHAND SAFES; VAULT DOOR; DRILLING
MACHINES; LATHERS; SHAFTING; BELTING;
TOCLS; CASTINGS, ETC.

On Thursday Morning,
February II, at 10 o'clock, at No. 28 South Seventh
street, without reserve, to close the partnership conezrn of Evans & Watson, by catalogue, the entire
stock, including;—10 superior fire-proof safes, with
t anborn steam attachment; small Kvans & Watson
safes; 2 very fine patent burglar-proof safes, retail
price \$650; inside burglar-proofs; money boxes, patent
locks; set of vault doors; 12 safes, made by Lille and
others; large quantity of pamphiets and printed
matter, etc.

AT THE FACTORY,

Back of No. 248 North Eighth street, below Vine.

matter, etc.

AT THE FACTORY.

Back of No. 248 North Eighth street, below Vine.

VALUABLE MACHINERY; LATHES; DRILLP. E-SES; FORGES; TOOLS; WROUGHT AND

CAST IRON; PLATFORM ECALES, ETC.

At 12 o'clock M., the entire contents of Factory, incinding:—4 drill presses; planing machines; lathes;
vises; pair heavy shears; castings; shafting; pulleys
and hangers; be ling; screw cutter; blacksmiths' and
mechinisis' tools; forge: 2 pairs platform scales; 4
cabinet makers' benches; 1 barrel varulsh; lot lumber, etc. ber, etc.
Also, I ton asbestos.
Also, small fron safe.
May be seen early on morning of sale.

CLABK & EVANS, AUCTIONEERS, NO. 680 Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Casalmeres, Hoslery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains.

utry merc Goods packed free of charge C. D. MCCLKES & CO., AUCTIONEERS, No.

SALE OF 1000 CASES BOOTS, SHOES, BROGAMS, BALMORALS, ETC, On Monday Morning, Feb. S. commencing at 10 o'clock, we will sell, by catalogue, for cash, 1,100 cases men's, boys', and youths' cots, shoes, brogans, balmorals, etc. Also, ladies', misses', and children's wear, [2 4 34

KENAN, SON & CO., AUCTIONEERS, 1121 LIPPINCOTT, SON & CO., AUCTIONEERS,

NEW YORK. ADRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY CHUBCH, DUANE, AND NORTH STREETS, NEW YORK, TO BE LEASED AT AUCTION. Adrian H. Mulier, P. R. Wilkins & Co. will lease

ON TUESDAY, FEBRUARY 16, 1899, At 12 o'clock M , at the Exchange Salesrooms, No III BROADWAY, BY ORDER OF THE UNDERSIGNED, A COMMITTEE OF THE BOARD OF GOVERNORS OF THE

SOCIETY OF THE NEW YORK HOSPITAL,

THE FIFTY-EIGHT LOTS

at auction.

COMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, DUANE, AND WORTH STREETS, WILL BE LEASED AT AUCTION ON THE ABOVE-MENTIONED DAY. This property is located in the centre of the heavy business of the cly, on high ground, with dry, sandy coll, and surrounded by first-class improvements. The lesses will be for a term of twenty-one years, with the usual covenants for renewal, and will be similar to those made by the "SAILORS' SNUG HARBOR," which have always been considered as most favorable to the lessee. The advantage of holding long leases on property in the business portion of the city is demon-

strated by the large bonus which has been paid for those made by the "Sallors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an opportunity that in all probability will never again occur for procuring leases of building sites that must, from the coning leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worth a large premium, especially as this property is by law

EXEMPTED FROM TAXATION,

JAMES W. BEEKMAN,

JOHN DAVID WOLFE,

ROBERT I. LIVINGSTON,

JAKES M. BROWN.

Descriptive lists sent by mall if desired. [127 176]

CHROMO-LITHOGRAPHS.

PICTURES FOR PRESENTS A. S. ROBINSON,

No. 910 CHESNUT Street, Has just received exquisite specimens of ART SUITABLE FOR HOLIDAY GIFTS. FINE DRESDEN "ENAMELS" ON PORCELAIN.

in great variety.

SPLENDID PAINTED PHOTOGRAPHS, including a number of choice gems. A SUPERB LINE OF CHROMOS. A large assortment of NEW ENGRAVINGS, Etc. Also, RICH STYLE FRAMES, of elegant new patterns.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-Cover Duck,
Also, ; Paper Manufacturers' Drier Pelts, from thirty inches to seventy-six inches wide, Paulin, Belting, Sall Twine, etc. JOHN W. EVERMAN,
No. 103 CHURCH Street, Uty Stores.