THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, FEBRUARY 10, 1869.

NATIONAL EXPENDITURES.

What it Costs to Run Congress-Ex-penses of the Senate and House of Representatives.

The New York Journa of Commerce's Wash-

circulated in relation to the amount of money spent annually for the Scuate and House of Representatives, I have taken the pains to examine the records of both houses, and in order to give a correct iden of woat the legislative branch of the Government really costs, append the following, the result of said research. The statement may be relied on as in all respects correct.

Statement of the appropriations for the contingent expenses of the United states Senate and Honse of Representatives for the fiscal year ending Jan 1968:-

ending Jan	: 30, 18				
Regular A	DEPENDE	SENAT	B. Stor		
tioners.	bluobe.	intion-	avit.	\$25,000	
Deficiency-	- Statio	nerv	1.1	10,000	
			1.1		\$35,000.00
Reg. App	Newsp	apera	+		5,000-00
Regular A	ppCc	ongrezzu	onal		
Giobe, 24	copies t	o each	201-	895 599	
Regular Ap	oRe	porting	and	\$35,532	
priatin p	roceed	ings in L	haily		
G'00e, pre	st sessio	on, Fort	leth		
Congress	mar in	an anala	. 24	21,250	
Reg. App Daily Glo	Pay n	or copie	a or	A	
for every	five	pages (OVER		
30,000	(8)			15,000	
Den Ler		. minha	an di		61,782-00
Reg. App -	-1 set o	t 64/00e	ana		9,375.00
Reg Ant	Officia	report	228	4,000	2,010 00
Reg Apt Deficiency-	-Do	do		4,000	
					8,000.00
Reg. App					
tees, page ryalis	28, nors	ies, and	car-	55,750	
Denciency-	-Do		- 20	48,804	
			1.1		104,554.0
Reg. App Do. do	-Capito	ol police	1.16	25,500	
Do. do	tinii i	01 \$155.	,240,	** 004	
other hal	i para i	by mous	с. <u>.</u>	77,824	103,124.0
Reg. app	Miscel	lancous		30,000	
Reg. app Deficiency-	- Do.			30,000	
DoLabor	bee .	methoda	a in		60,000.0
fotok	10-toon				5,000+00
DoFurm	ture a	nd rep	aira		99999 99
(101)	eguiara	appropri	attor	1	
Par lor th	Iat year	()	. S		5,000.0
Reg. app latra	- creatin	ig and v	CB tr-		25,000.0
				-	*0,000 0
1.44				\$	121,835 0
Add comp	natio	n of all	em		
plotes ri salary; i	ceiving	8 81 80 90050	DUBL		
tion .	- Barar	approf	. 89	8,704 80	
Regular ap	propris	ation		$10 949 \cdot 04$	
Total		and a set			115,949*8
		tures of		TATIVES.	537,784.8
Regular a	DDIODT	nillon-	Cart-		
age .			÷		\$3,800 0
Reg. app -	Clerks	commi	tteea		
and tea p Desciencie	Clor	Herks	ann.	\$34,000	
mitteesa	nd tem	DOTATY	ierk	s 5,392	
and the second					39,392.0
Reg. app	-24 cop	ies Con	gres-		Second Second Second
sional GI	obe an	d Appe	ndix		
for each gate	membe	r and	acts-	35,932	
Reg. app.	- Rep	orting	and	00,004	
publishi	g pro	ceeding	s in		
the Daw	1 64000		 	28,000	<u>)</u>
Reg.app	r upusi	ters of 6	1008		

Reg.app.—Publishers of Globe, I cent for every five pages over 30,000 Reg. app.-1 set of G obe and 15,000Appendix complete since 1828 for each member and delegate of Forticih Con-gress who had not previously received them . 37,500 -116.432.00

Reg. app. - Folding documents and material . Deficiency - Folding docu-42,000 ments and materials . . 75,000 117.000.00 Reg. app. - Fuel, lights, plumb-ing, gas-fitting at d mate-rials 15,000.00 Reg. spp.-Furniture, repairs, and packing-boxes for members . Deficiency — Furniture, re-pairs, and packing-boxes for members . 40,000 . 20,000 60,000.00 Reg. app.-Horses, carriages, and saddle-horses 10.230.00 Reg. app. - Laborers . Reg. app. - Miscellane's items 53,650 12,893.00 Deficiency- do 20,000 do, 73,650.00 Reg. app.-Newspapers Deficiency- do. . 12,500 . 12,500 . 12.500 25,000.00 Reg. app .- Pages and temporary mail boys Reg. app.—Stationery Deficiency— do. 16,200.00 27,000 15,000 42,000.00 Reg. app.-Congressional reporters Deficiency—Congressional re-porters 4,800 4,800 9,600.00 Reg. app.-Capitol police . 25,488.50 557,285.50 Reg. app.-Add compensation of employes receiving an annual salary Deficiency — Add compensa-tion of employes receiving an annual salary , 12 960 - 142 621.00 Total expenditures of the House . \$699,906.50 of Representatives Total expenditure Senate . 537,784.84 \$1,207,691.34 Total Senate and House. The expenses for the fiscal year ending June 30, 1868 above given, were greater than those of any previous year since the foundation of the Government. The cause of this is plain. The Fortieth Congress sat longer, and had more sessions than any other, which necessitated the continuous employment of folders, temporary clerks, pages, laborers, etc. They appointed several investigating committees, atmost use-less, but very expensive. They voted themselves an allowance of stationery and newspapers for each short session-another extravagance; finally, the impeachment and trial of the President cost quite as much as a'l the deuclencies named in the above statement. Correspondents will persist in saying that millions might be by cutting down expenses in the two legislative departments. These statements are greatly exaggerated, but there is no doubt that the expenses may be greatly reduced by Coagress itself without any detriment to the public DEFICIENCIES. The estimates for deficiencies in the various departments, exclusive of those for the Senate and House of Representatives, for which say \$50,000, during the current fiscal year, are as follows: Expenditures in carrying into effect the several acts of Congress authorizing loans and issue of treasury no es . . . Construction of branch mint at San Francisco, and other pub-the buildings \$550,030.00 lie buildings War Department (mainly growing out of Indian war) 665,000.00 21,345,151.71 Post Office Department . 4,667,047.01 94,469 48 General Land Office and miscella-51,564.84 Goverments in the Territories neous . 87,050*38 363,000*00 United States Patent Office . Expenses of courts. . . 600,000.00 Coast survey 160,000.00 Temporary clerks and contingent expenses of Treasury Depart-135,000.00 Fund for relief of sick and disa-bled seamen, act May 3, 1863 100.000.00

The first item in this table will not be neces-The arm herm in this table will not be neces-sary in the next deficiency bill if Conkling or Judd's bill be passed to prevent secret sales of gold and bonds. La tyenr's appropriation bill contained an item for \$1,500,000 for this pur-pose. After a sharp debate in the House, in which Washburne defended and Logan opposed the appropriation, and another in the Senate, the whole matter was referred to a conference committee, and \$1,250,0(0 at last fixed upon as the sum to be appropriated, after which the bill passed. Now the sum of \$550,000 is asked for to supply a deficiency in that appropriation. The amount asked for in the regular estimate of appropriation for this year is \$1,800,000. Certainly legislation to stop this leak is sadly needed. In a letter of the 22d ultimo the fact was shown that commissions amounting to \$7,007,447-46 had been paid. That was all that could be then obtained. Commis-Flous paid on the sum of \$958,342,970 in seven-th rty and other securities reconverted and sold, cannot yet be ascertained. The amount of each of the above estimates for dedciencies will of course be somewhat lowered before they leave the committee.

"Romeo and Juliet" at Booth's Theatre, The New York Hera'd gives the following criticism of Romeo and Juliet, as performed at Edwin Booth's new theatre, New York. The Herald's estimate of Mr. Booth's "Romeo," and likewise of Miss McVickar's "Juliet," is essentially correct. Mr. Booth is not a man of genius in the sense that his father was, but he is an intelligent, studious, painstaking, and artistic actor. His "Hamlet," "Othello," "lago," "Shylock," "Richelieu," and some others are fine performances, but there are some characters that he cannot play, and among these is "Romeo." Miss McVickar, a pleasant little actress of considerable ability, is even less fitted for a representative of "Juliet." Mrs. Scott-Siddons, in spite of her crudeness and other defects, is the best "Juliet" that has appeared lately in that character.

Mr. Booth's stately structure was inaugurated on Wednesday evening last, with all the solem-ni ies of fa-hion and intellect. Shakespeare sing to firth avenue, and the glorious orbed Edwin waved the baton of the conductor. the appointed hour, despite the hostility of old Jupuer Pluvius, who protested with tears in his eyes against the success of the legitimate, the doors were flung open, figuratively speaking-in reality one had to squeeze through a narrow aperture which gave the ladies only the choice of a brawny policeman or a do keeper to embrace. The great ian, worked by attam, slowly but surely agitated the atmosphere of the house; the massive cenery, worked by cunning machinery, let the wonderful "square in Verona." Mr. Booth made the usual little speech, in a beautiful suit of Sunday clothes, evidently prepared for the occasion, the hidden orchestra struck op "Had Columbia" to fire the American heart, and then, amid a buzz of expectation, the grand curtain rose majestically and revealed the most superb effective scene ever done on an American stage. The opening scene, with the lond alarm, the ringing of bells and the rush of fighting "Mon-tagues" and "Capulets" down the irightened street, was the most vivid pleture ever presented of those turbulent days when "Romeo" loved, "Mercutio" railed, and "Tybait" tought. The scenery throughout the piece was equally grand and impressive, but in none was the thrilling and impressive, but in none was the thrilling effect of the opening combat on the grand square of Verona equilled. The bacony scene was a gem as perfect as the soul of a post could conceive, but it was the face of nature marred by the presence of man. Mr. Booth's luability to conceive the char-acter of "Romeo," still less to play it, was here most painfully apparent, and as Mr. Booth, after al was the feature of the symplet descine after al, was the feature of the evening despite the splendid theatre, the Mansard roof, the great ian (worked by steam), the tessellated pavements the delicious act-drop and Miss Mary McVickar, we will take the liberty to strip off the gauz- and illusion which have veiled the central figure, upon which the future of "Booth's" depends, and show to our readers what Mr. Booth knows as well as we do, viz., that he can't play "Bomeo." The widow of Garrisk, jealous of her dead husband's fame, went with some trepidation to see the rising Edmund Kean play 'Abel Drugger,' " which during Garrick's life was left solely to him. The widow saw and wrote to Kean -"Dear sir, you can't play "Abel Drugger." The tragedian, equally curt and frank, replied-"Dear madam, I know it." So Mr. Bootn, who has frankness among other elements of gentus, will reply to the charge that he knows not "Romeo." Imagine a youth of an exquisite sensibility, of proud, haughty nature, with an imagination transcendently vivid and strong, with a glowing exuberance of passion which lights up every movement of life; graceful, contemplative, c. ntinually nursing in the depths of his soul an idea of love, and loving or sorrowing in proportion as the passing image falls short or is in keeping with this ideal; a youth of intense feeling, burning thought, loving heart, giving passion; consumed, eaten with fire-imagine all this, for such is 'Romeo," and see come ou with a student's stride, a slaty, billious, self-tormenting, selfish face, which the brightness of a large massive eye cannot relieve from a of a large, massive eye cannot relieve from a certain expression of mingled meanness and crucity which those uncontrollable indices, the mouth and chin, express. See Mr. Edwin Booth come on as "Romeo." What can be honestly said? To picture such a youth as "Romeo," born cut of a world of dreams and love, for such a nature as Mr. Booth's, were impossible; and as if conscious of this, he seemed at times absolutely to writhe under the load of sweet funcies and thoughts with which the imagination of the divine master crowded him. He has not a spark of electro-magnetism about him, and when the face should be lit up with a glow of passion it is almost funny to see his struggles to throw upon his features a soft radiance of feeling, and the way their hard, copperish surface casts back the sentiment unreflected is painfully dis-enchanting. In such characters as "Iago," where a good knowledge of stage business a cold, keen, passionless, icy nature are the essential dominants, Mr. Booth fluds his true sphere. His elocution is upstudied, natural, and attractive. He has a keen eye for stage effects, and without any of the effeminate notions of ribbons and small deheacies of detail which belong to other artists, has a large, grace ful idea of coloring a picture, which is essentially artistic and far more imposing on the public sense. But of the characters he represents he forms no conception, not even a wrong one; for great ar ists may make a wrong conception so complete and pierce so thoroughly into details as to become great as a fact in art. Mr. Booth merely drifts with a pleasant presence and agreeable elocution through excellent stage business and won-derfully manouvred machinery with husknessed notions, caught or conveyed, without any regard to the character as a whole. He is wholly incapable of expressing passion' and conse-quently of playing "Romeo;" but as he admits this with charming candor, and his doing so was an act of courteous gallantry to Miss Mc-Vickar, as we stated two weeks since, we walve, expectally on the last account, that keener analysis to which duty directs us and which would determine his doom. It demands, however, determine his doom. It defineds, however, great forbeatance to pass lightly over Mr. Booth's extraordinary antics in the balcony scene with "Juliet." Feeling the impossibility o' expressing with his immobile face the eager or expressing with his inmoutherace the eager impatience of the young lover, Mr. Booth sought, the aid of his heels, danced and clogged about the stage as though emulous of the saltatorial fame of Lotta. The passage of old "Capulet's" fame of Lotta. The passage of old "Capulet's" orchard wall was a bit of harlequin business which brought out the great gymnastic ability of Mr. Booth. But we pass these details over for reasons we have named, and when Mr. Booth gives us *Richelieu* or *Hamlet*, will be glad to sound his praise to the farthest world. We cannot expect the "Romeo" of that distant day any more than we can look for the Ve-rons" of to day to be the Verona of *Romeo and Juliet*. Though the jingling spur of the Austrian huesar no longer clatters on the spot Austrian hussar no longer clatters on the spot where once the poet sung, the sculptor carved and the painter dreamed, and noble youths and lovely maidens laughed life lovir gly away, that old Italian city has lapsed into modern respect-

ability, dull, cold, and mediocre. Still the sun is republican. Great kingdoms may die and pass away and cities that were spots of light may sit in darkness; but the sun which makes Italy beam with voluptuous verdure plants its fiery image equally on woman and on man. What is fancy in colder climates glows into pussion there. The small rivalries over pet actresses which touch with sparkling liveliness our fancy balls become revenge with them; but the sun comes scorchingly here sometimes have our "Monteccuss" and "Capulets" in New York, and Shakespeare's immortal creations

A STREET REPORTS AND FRANK STREET AND A STREET AND A STREET

York, and Shakespeare's immortal creations hovered round the dreams of many sentimental maidens on Wednesday night. Miss Mary McVickar, for whom Mr. Booth thus gallantly sacrificed himself, we are pained to say, is in no way worthy of the sacrifice. Gratetto Capuletto is created by the hand of Shakespeare—warm, tender, lovely, enthusias-tic. She is the impersonation of love, the love not of mere senauality, but sensuality spiritualized by imagination-such love as abandons its soul to him it loves, when the blood is hot, the heart true, the soul refined, scorning all doubts of affected modesty, revelling in the frankness of unfailing trust. Every thought raises up to us a lovely, graceful ideal. Without disparagement, we may venture to say that Miss Mary McVickar, however fascinating, is not a delicate geranium rising from a Sevres vase. She is a practical Western little woman, with but hule artistic training, but a great deal of raw vigor and rude force; and, while she can never realize the graceful, buoyant, lovely "Julict" of Shakespeare's creation, we have no doubt would manage "Romeo's" business after marriage with considerable effect. The balcony eccne was as stripped of poetry as the balcony would be in the Verona of today; but in passages which require force and strong gusts f passion she occasionally arose to electric power.

The "Mercutio" of Edwin Adams was the redeeming and perfect portraiture of the even-ing. The frank, gallant bearing, finished case, and quick intelligence of Mr. Adams fairly adapt themselves to the character of "Mercutio." In the scene in front of the cathedral, where "Tybalt" and "Mercutio" fight and the latter is the dalu by a falss throst, Mr. Adams blazed with dramatic fire, and wrung from the coldly fashionable audience a tumultuous recall. Of the rest of the ladies and gentlemen of the new theatre much can be said another time.

-The brother of the Tyccon has played Paris a naughty trick. He has run away from his creditors. There are some who say that his parentage, or, rather, connection with the Tycoon, is questionable. However that may be, it is certain that his Highness not only forget to pay the rent of the hotel which his chamberlains hired for his accommodation on the Avenue de l'Imperatrice, but likewise the superb furniture cagerly supplied by all the great houses of Paris. The bedroom of his Highness was draped with pink and salmon-colored satin, those shades having been selected in order to remind him of the glories of Eastern subsets; the chairs, etc., mounted in a curious combination of buil and marble; the tables of his drawing-rooms of Algerian onyx, the rest being en suite. Of household linen he had sufficient to stock a reasonably sized linen-draper's establishment. This finale not a little amuses the Parislans, who recollect that on his first visit to the Exhibition his Highness sneezed, whereupon padded leather curtains were the mediately bung against the doors to keep off draughts. His Highness went about carefully guarded by mouchards, and escorted by A. D. C.'s detached from the Imperial household for his special guidance.

LEGAL NOTICES.

N THE DISTRICT COURT OF THE UNITED

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSVLVANIA. JOHN D. LENTZ OF Philadelphia, bankropt, hav-ing peikloned for his discharge a meeting of credi-tors will be beid on the twenty-sitzh day of February, 1869 at 3 o'clock P. M., before the Begister, WIL-LIAM McMiCHAEL Esq., at 530 WALNUT Street, in the city of Filiadelphia, that the examination of the bankrupt may be finished, and any business of meetings required by acctions 27 and 28 of the act of Congress irannacted. The Register will costify whether the Bankrupt has conformed to his duity. A meeting will also be held on WEDNESDAY, the tenth day of March, 1860, before the Court at Phila-delphia, at 10 o'clock A. M., when parties interested may show cause against the discharge. Withest the Honorable John Cadwalader, (SEAL) Judge of the said District Court, and seal therefor, at Philadelphia, the first day of February, A. D. 1869 G. R. FOX. Clerk. Attast-WILLIAM McMICHAEL, 23#81

RAILROAD LINES.

At 730 and 10'15 A. M. and 230, and 5 P. M. for Schenck's and Eddington. At 730 and 10'15 A. M. 2'30, 4, 5, and 6 P. M. for Oorn-well's, Terreschie, Holmesburg, Tacony, Wissino-ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate Stations. FROM WEST FHILADELPHIA DEFOT, Via Conceeding Raliway. At 9:45 A. M. 1'20, 4, 6'30, and 12 P. M. New York Ex-press Lines, via Jersey City: Fare, 82 At 11'80 P. M. Emigrant Line; Fare, 82 At 9:45 A. M., 1'20, 4, 6'30, and 12 P. M. New York Ex-press Lines, via Jersey City: Fare, 82 At 9:45 A. M., 1'20, 4, 6'30, and 12 P. M. New York Ex-press Lines, via Jersey City: Fare, 82 At 9:45 A. M., 1'20, 4, 6'30 and 12 P. M. for Trenton. At 9:45 A. M., 20, 4, 6'30 and 12 P. M. for Brastol. At 12 P. M. (Night), for Morrisville, Tullytown. Scherck's, Eddington, Cornweil's, Torreadale, Holmes-burg, Tacony, Wasinoming, Bridesburg, and Frank-ford.

The 945 A. M., 620 and 12 P M. Lines will run daily, All others, Sundays excepted. For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Kallway run direct to West Philadelphia Depot, Chesnut and Walnut within one squars. On Sandays the Market Street carswill run to connect with the 945 A. M. 630 and 12 P. M. Lines. BELVIDERE DALAWARE RAILROAD LINES, FROM EKNSINGTON DEPOT.

TROM EXAMINATION DEPOT. At 7:30 A. M. for Niagara Falls, Buffaio, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkeabare, Scranton, Stroudsburg, Water Gap, Schooley's Moun-lain, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, I ambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chnnk, Allentown, Bethlenem, etc. At 5 P. M. for Lambertville and Intermediate Sta-

CAMDEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSTOWN KAIL-KOADS. FROM MAPKET STREET FERBY, (Upper Side.) Al 7 and 10 A. M., 1'30, 8 30, and 5'30 P. M., for Mer-chantsville, Moorestown, Hartford, Masouville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1'30 and 3'30 P. M., for Lewistow Wrightstown, Cookstown, New Expt, Hornerstown, Cream Ridge, imisystown, Sharon, and Hightstown. 11 16 WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL BAILROAD

PALL TIME, TAKING EFFECT NOV. 22, 1868, The trains of the Pennayivanis Central Kalleoad leave the Depot, at THIRTY-FILST and MARK ET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-tore its departure. The Cheanus and Wainut Streets cars run within one square of the Depot. Sierets, and at the depot. Sierets office N. W. corner Ninth and Cheannt streets, and at the depot. Agente of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 301 Cheanni street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. VIZ:-

.4'20 P. ...4'20 P. Erie Express.. Day Express..

RAILROAD LINES.

THE ALL THE PER LIT

READING RAILROAD.-GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNEYLVANIA. THE SCHUYL-KILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1858. Leaving the Company's Deput at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOM MODATION. At 7:30 A. M. for Reading and all intermediate Stations and Alientown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadeiphia at 9:25 P. M.

MORNING EXPRESS. At \$15 A. M. for Reading, Lebason, Harrisburg, Pottaville, Pins Grove, Tamaqua, Sunbury, Willams-port, Elmira, Bochester, Ningaia Fails, Buffaio, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg,

Wilkesoarre, Pittaton, York, Carlisle, Chambersourg, Hagerstown, etc. The 7:80 A. M. train conpects at READING with East Pennsylvania Railroad trains for Allentown etc., and the 515 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Wil-liamsport, Lock Haven, Elmira, etc.; at HARRIS-BURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for North-umberland, Williamsport, York, Chambersburg Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3 50 P. M. for Reading. Pottaville, Harrisburg, etc., connecting with Reading and Columbia Baliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottatown at 646 A. M., scopping at inter-mediate stations; arrives in Patiadelphia at 210 A. M., Returning, leaves Philadelphia at 4 P. M.; arrives 1a Pottstown at 615 P. M.

Fottstown at 615 P. M. READING ACCOMMODATION, Leaves Reading at 7:30 A M., stopping at all way stations; serives in Philadelphia at 10:50 A. M. Returning, leaves Philadelphia at 1:55 P. M.; arrivas 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 Philadelphia at 9:45 P. 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 noon, for Pottaville and all way stations; leaves Pottaville at 7:30 A. M. for Polladel-phia and all way stations. All the above trains run daily, Soudays ex-cepted. Substances in the seve Pottaville at 5 A. M., and

Sunday trains leave Pottaville 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 pointa is kethe 7.30 A. M., 12 55, and 4 P. M. trains rom Philadlepbia. 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 \$10 A. M. and 1245 P. M. Singe 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 05 A. M., and 180 and 10 10 P. M., and connecting at Harris urg with Pennsyavania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Balti-more, etc. nore, etc. Returning Express train leaves Harrisburg on

Returning Express train leaves Harrisburg on arrival of Peansylvania Express from Pitaburg at 5:00 and 5:00 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 e. M., passing Reading cars accompany these trains through between Jersey City and Pitaburg without 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.

ISCHUYLKILL VALLEY RAILBOAD. Trains have Pottsville at 6 45 and 11-30 A. M. and 04 P. M. returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 F. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 755 A. M. for Pinegrove and Harrisburg, and at 1215 moon for Pinegrove and Tremont. Returning from Harrisburg at 350 P. M., and from Tremont at 740 A. M. and 535 P. M.

TICKETS. Throogs first-class tickets and emigrant lickets to all the principal points in the North and West and Canadas. Excursion Tickets from Phindelphia to Reading, and intermediate stations, good for one day only. are soid by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduce these

THE FIFTY-EIGHT LOTS COMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, DUANE, AND WORTH STREETS. WILL BE LEASED AT AUGTION ON THE ABOVE MENTIONED DAY.

Reading hims. reduced rates. Excursion Tickets to Philade'phia, good for one dry only, ate sold at Reading and intermediate sta-tions by Reading and Potisiown Accommodation transa at reduced rates. This property is located in the centre of the heavy

M. THOMAS & BONS, NOS. 139 AND 14

ADKEDIGLAUPEL TELO

AUCTION SALES

7

ANL. S. FOURTH STREET. SOR. 139 AND 14
 Sale at the Auction Rooms, Nos. 139 and 141 B. Fourta BIRGEL
 HANDSOME HOUSEHOLD FURNITURE, FLANC, CABINET ORGAN, FRENCH FURN, MIRCORS FIREFROOF SAFE. HAND 40 KE VELVET, BRUSSELS, AND OTHER OARPETA. ETC. ETC.
 Feb. 11. at 9 o'clock at the suction rooms, by cata-logue, a large assortment of superior nousehold far-niture, comprising hardsome walnut partor, ibrarr, dialing room, and chamber juriture, superior rome-wood plano-forte, elegant cabinet organ, made by Carbart & Needham, fine French-Diate mirrora, bandsome wardrobes, bookcases, sideboards, exten-no tables, china and glassware, beds and bedding, ine hair mattresses; office furniture; is superior fre-proof safes, made by Farrel & Herring and Lillie bandsome velvet, Brussels, and other carpeta, bandsome velvet, Brussels, and other carpeta, etc. etc.

BUNTING, DURBOBOW & CO., AUCTIONS of Bank street. Successors to John B. Myers & Go.

LARGE SALE OF BRITIS 6, FRENCH, GERMAN, AND DOMENTIC DRY GOOD 5, On Thursday Moraing, Feb. 11, at 10 colock, on four months' credit. 2484

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Morning, Feb. 12. at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian. list, hemp, cottage, and rag carpetings, oli cloths. etc. 26 St

SAIE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, TRAVELLING BAGS, ETC. Feb. 16, at 10 o'clock, on four months' credit, [210

CLABK & EVANS, AUCTIONEERS, NO. 600 CHESNOT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cioths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash.

Ternis cash. Gooda packed free of charge

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1000 CASES BOOTS AND SHORS. On Thursday Morning, February 11, at 10 o'lock, will be sold a large as-sortment of boots, shces, balmorais, etc. Also, a large line of city-made goods. 2845

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 111 CHESNUT Street; rear entrance No. 1167 Sanson M

OHESNUT Etreet: rear entrance Act and Street. Sale at No. 1110 Chesnut street. SUPERIOR HOUSEHOLD FURNITURE, ROSE-WOOD PIANO FORTES, FIRE CARPETS, MIR-RORS, SILVER, PLATED WARE, ETC. On Friday Morning. At 9 o'clock, at the anction store, No. 1110 Chesnut street, will be sold a large assortment of superior street, will be sold a large assortment of superior Household Furniture from families deciling bouse-keeping.

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sona.) No. 529 Off SNUT St., Jear entrance from Minor.

KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. [12]

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 340 MARKET 64,

NEW YORK.

A DRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY. CHUBCH, DUANE, AND NORTH STREMTS, NEW YORK, TO BE LEASED AT AUCTION.

Adrian H. Muller, P. R. Wilkins & Co. will least

ON TUESDAY, FEBRUARY 16, 1859,

At 12 o'clock M , at the Exchange Salesrooms, No

111 BROADWAY, BY ORDER OF THE UNDERSIGNED, A COMMITTEE OF THE BOARD OF GOVERNORS

OF THE BOCIETY OF THE NEW YORK HOSPITAL.

at auction,

To'al deficiency . . . \$18,715,283-42

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE BASTERN DISTRICT OF PENMSY LVANIA. IN BANKRUPTCY. At Philadelphia, December 23 A. D. 1868, The undersigned hereby gives notice of his appoint-ment as Assignee of FREDERICK KING, of Phila-delphis, and State of Pennsylvania, within said dis-trict who has been adjudged a baskrupt on his own petition by the District Court of said District JOHN ROBERTS. Assignee, No. 128 South SIXTH Street, To the Creditors of said Bankrupt. 210 with

To the Creditors of said Bankrupt. 2 10 wt4

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD,

TIME TABLE. FOR GERMANTOWN. Leave Philadeiphia at 6, 7, 8, 9'05, 10, 11, 12 A, M., 1, 2, 5 15, 55, 6, 55, 6'10, 7, 5, 9, 10, 11, 12 P, M. Leave Germantown at 6, 7, 7%, 8, 8'20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6 65, 7, 8, 9, 10 11 P. M. The \$20 down train, and 35 and 55 up trains, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9 15 A. M., 2 7. and 10% P. M. Leave Germaniown at 8 16 A. M., 1, 6, and 9% P. M.

CHESTNUT HILL RAILBOAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chestnut Hill at 710, 8, 940, 1140 A. M., 140, 846, 540, 640, 850, and 1040 P. M.

ON SUNDAYS. Leave Philadelphia at 915 A., 2 and 7 P. M. Leave Christiant Hill at 750 A. M., 1240, 540, and 923 P. M.

FOR CONSHOHOCK NN AND NORRISTOWN. Leave Fhiladelphia at 6, 75, 8, and 11:05 A. M., 15, 2 45, 55, 65, 8 05 and 115 F. M. Leave Norristown at 5 10, 7, 7:00, 9, and 11 A. M., 15, 3, 45, 55, and 85 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M.: 2/2 and 7/4 P. M. Leave Norristown at 7 A. M.: 5/2 and 9 P. M.

FOR MANAYUNE. Leave Philadelphia at 6, 75, 9, and 11:65 A. M.; 1/2, 3, 419, 512, 6/2, 5/3, and 11:5 P. M. Leave Manayunk at 6/10, 712, 8/20, 9/2, and 11/2 A. M.; 2, 352, 5, 6/2, and 9 P. M.

ON SUNDAYS. Leave Philadeiphia at 9 A. M. : 2½ and 75; P. M. Leave mansympt at 73 A. M.: 6 and 95; P. M. W. S. WILSON, General Superintendent, Depos, Ninth and Green streets.

MEBRICK & SONS SOUTHWARK FOUNDRY.

No. 480 WASHINGTON AVENUE, Philadelphis, WILLIAM WRIGHT'S PATENT VARIABLE CUT OFF STEAM-ENGINE.

Regulated by the Governor. MERRICE'S SAFETY HOISTING MACHINE.

Patented June, 1568. DAVID JOY'S

PATENT VALVELESS STRAM HAMMER D. M. WESTON'S

PATENT SELF-CENTEBING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE

AND HYDRO EXTRACTOR, Fer Cotton or Woollen Manufactureta, 7 10mw

GEORGE PLOWMAN.

CARPENTER AND BUILDER,

REMOVED TO No. 184 DOCK Street,

PHILADELP A.

PRIZES CASHED IN ROYAL HAVANA, EXENTUCKY, and MISSOURI LOTTERIES, Dirculars sent and information given. JOSEPH EATES, NO. 78 BROADWAY, New York. Pos Onice Box 1994.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TABLE,-commencing MONDAY, November 23, 1858.-Trains will leave Depot corner Broad street and Wasning-ton avenue, as follows: Way Mail Train at 3 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Con-necting with Delaware Baltroad at Wilmington for Cristicid and intermediate stations.
 Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-Grace, Connects at Wil-mington with train for New Casile.
 Express Train at 400 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Olaymont, Wilmington, New-port, Stanton, Newark, Elkton, North-East, Charles-town, Perry ville, Havre de Grace, Aberdeen, Perry-man's, Edgewood, Magnolia, Chase's, and Stemmore's Rum.
 Might Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Lin-washington, stopping at Chester, Thurlow, Lin-

Run. Night Express at 11:30 P. M. (Dally) for Baltimore and Washington, stopping at Cnester, Tauriow, Lin-wood, Claymont, Wilmington, Newark. Eikton, Worth-East, Perryville, and Hawre de Grace. Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train. Will.MINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Wilmington. Leave Philadelphia at 11'60 A. M., 230, 5'00, and 7'00 P. M. The 5'00 P. M. Train connects with Dela-ware Raircad for Harrington and intermediate stations. Wilmington 7'00 and 8'10 A. M., 1'30, 4'15, and

ware Railroad for Harmigeon and rid A. M., 130, 445, and Leave Wilmington 700 and rid A. M., 130, 445, and Two P. M. The Si0 A. M. Train will not stop between 700 P. M. The Si0 A. M. Train will not stop between 700 P. M. The Si0 A. M. Train trom Wilmington runs daily; all other Accommodation Wilmington runs daily of P. M. Stopping at Mag-Leaves Baltimore at 7 25 P. M., stopping at Mag-polia, Perry man's, Aberdeen, Havre de-Grace, Perry-ville, Charlestown, North East, Elikton, Newary, Stanton, Newport, Wilmington, Claymont, Linwood, stanton, Newport, Wilmington, Claymont, Linwood,

stanton, Newport, Winning West, South. and Through tickets to all points West, South. and Fourthwest may be procured at ticket other, No. 828 Fouthwest may be procured at ticket other, where also Cheenut street, under Continental Hotel, where also state Rooms and Betths in Steeping Cars can be secured during the day Fersons purchasing tickets at this office can have bagsage checked at their roat-tion office can have bagsage checked at their roat-dence by the Union Transfer Company. H. F. KEENEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE-THROUGH AND DIRECT HOUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT. AND THE GREAT OIL REGION OF PENNSYL-

VANIA

ANIA. hirgani Sieeping Cars on all Night Trains. On and after MONDAY, November 23, 18%, the on the Philadelphia and Eric Railroad will mins on the Philadelphia and Eric Railroad will

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT, From foot of MARKET Estreet (Opper Ferry). Commencing WEDNESDAY, Septemoer 16, 1868. For Cape May and stations below Multiville, F15 P.M. For Millville, Vineland, and intermediate stations 8'16 A. M., 2'15 P. M. For Bridgeton, Salem, and way stations 8'15 A. M. and s'80 P. M. For Woodbury at 8'15 A. M., 3'15, 5'80, and 6'00 P. M. For Woodbury at 8'15 A. M., 3'15, 5'80, and 6'00 P. M. Freight train leaves Camdon daily at 12 O'clock noos.

Freight received at second covered whasfills Wainut street, daily. Freight Delivered No. 525 South Delawareaven WILLIAM J. SEW KELL, Superintendens

The following tickets are obtainable only at the office of S. Bradford, Tressurer, No. 227 S. Fourth street. Philadelphia, cr of G. A. Nicaolis, General Superiatendent, Reading.

COMMUTATION TICKETS. At 25 per cent. discount, between any points de-sired, for families and firms.

MILEAGE TICK ETS. Good for 2000 miles, between all points, at \$52:50 each for families and firms.

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

CLERGYMEN Residing on the line of the road will be furnished with cars emitting themselves and wives to tickets at half lare.

EXCURSION TICKETS From Philadeiphia to principal stations, good for Saturday, Sunday, and Monday, st reduced fares, to be had only at the Ticket Office, at Thirteenth and Callownill streets.

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

FREIGHT TRAINS Leave Philadelphia daily at 435 A. M. 1230 noon, 3 and 5 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond,

MAILS Close at the Philadelphia Fost Office for all on the read and its bracches at 5 A. M., and for the principal stations only at 215 P M.

BAGGAGE. Dubgan's Express will contect saggage for all trains leaving Phitadelphia Depot. Orders can be lerr at No. 225 S Fourth street, or at the Depot. Thirteenth and callowhill streets.

NORTH PENNSYLVANIA KAILR9AD,-For BETHLEHEM, DUYLASTOWA, MAUCH CHONE, EASTON, WILLIAMSPOAT, WILKES-BARRE, MAHANOY CITY MOUNT CARMEL PITTSTON, TUNKHANNOUK, AND SCRANTON. WINTER ARRANUSMISTIC. The of the second states of the second second MANARY STREET, AND SCRANTON.

and AMERICAN Streets, daily (Sundays excepted), as follows:-A.7, 36 A. M. (Express for E-thicken, Allentown, Manch Chunk, Hazleton, Williamaport, Wilkesbarre, Mananoy City, Pitaton, and Tunkaannock. 945 A. M. (Express) for Bethichom, Exclon. Allen-town, Manch Chunk, Wilkesbarre, Filtaton, and Scranton. At 745 P. M. (Express) for Bethienem, Manch Chunk, Wilkesbarre, Pitaton, and Scrauton. At 500 r. M. for Bethienem, East-an, Allentown and Manch Chunk. For Doylesiown at 845 A. M., 245 and 415 P. M. For Doylesiown at 845 A. M., 245 and 415 P. M. For Fort Washington at 1945 A. M. and 11 30 F. M. For Lansdale at 621 P. M. Fitth and Sixth Streets, Becond and Third streets, and Union City Passenger Baiways run to the new Depot.

and Union Oity Passenger Railways for to the new Depot. TRAINS ARRIVE IN PHILA DELPHIA From Bethlehem at 910 A. M., 270, 6725, and 8730 P. M. From Doylestown at 8735 A. M., 4755 and 7 P. M. From Lanschie at 7720 A. M. From Fort Washington at 1046 A. M. and 310 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9. 30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage decked through at Tickets fifth Pennsylvania Baggage Express Office, No. 1065. FIFTH street. ELLIS CLARK. Agent,

W EST CHESTER AND PHILADELPHIA RAILROAD,-WINTER ARRANGEMENT. -On and atter MONDAY, October 5, 1886, Trains will leave as follows:-Icave Philadelphia from the Depot, THIRTY-PIRST and CHESNUT Streets, 7-16 A. M., 11 A. M., 2 MO P. M., 415 P. M., 450 P. M., 515 and 13 O P. M. - Leave West Chester for Philadelphis, from Deport on East Market street at 625 A. M., 745 A. M., 800 A. M., 105 A. M., 155 P. M., 450 P. M., and 655 P. M. Trains leave West Chester at 8 00 A. M., and leav-ing Philadelphis at 450 P. M., will stop at B. C. Junc-tion and Media only. Passengers to or from station between West Chester and E. G. Inucion, going East, will take train leaving West Chester at 7 15 A. M., and going West will take the train leaving Philadelphis at 450 P. M., and the the train leaving Philadelphis at 450 P. M. M. and the the train leaving Philadelphis at 450 P. M. M. The the train leaving Philadelphis at 450 P. M. M. The the train leaving Philadelphis at 450 P. M. M. The the train leaving Philadelphis at 450 P. M. M. Sand transfer at B. C. Junction.

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

Arrival ON SUNDAYS, Leave Philadelphia at 5 30 A. M. and 200 P. M. Leave West Chester at 7 35 A. M. and 400 P. M. Trains leaving Philadelphia at 7 45 A. M. and 400 P. M., and leaving West Chester at 800 A. M. and 400 P. M., connect at B. C Junction with Trains on P. & B. O. R. R., for Oxford and intermediate points. HENRY WOOD, General Sup's Steam Arana Str. N. Billear's Patent Sogar Bolling Bole Agents, Neempth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centringal Bugar, Draining Machines.

the city, on high ground, soil, and surrounded by first-class improvements The leases 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 "Sailors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at anotion will afford an opportunity that in all probability will never again occur for procur-ing leases of building sites that must, from the con-

ing leases of building sites that must, from the coa-stantly 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, JACKSON 8 SHULTZ. JAMES M. BROWN. Descriptive lists sent by mail if desired. [127 171

REAL ESTATE AT AUCTION.

TRUSTEE'S SALE-THOMAS & SONS, AUCTIONEERS.-Lots, Oregon. On Tues-day, February 23, 1860, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Ex-change, all the title and interest of L. F. Barry, trustee of Michael Herr, in the following pro-

City. Also, 4 lots in Syracuse, Oregon, each 25x100

Also, 24 lots in Canemah, Oregon, each 25x100

feet. Also, 3 lots in Syracuse, Oregon, each 25x160

feet. Also, 1 lot in Buteville, Oregon, 1/4 of 13/4 acres. Also, 1 lot in Buteville, Oregon, 25x100 reet. Also, a land claim to 640 acres, near Oregon City, Oregon. rms Casb.

By order of L. F. Barry, Trustee, M. THOMAS & SONS, Auctioneers, 1 \$0sw7t Nos. 139 and 141 S. FOURTH Street.

ENGINES, MACHINERY, ETC,

PENN STEAM ENGINE AND PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER-MAKERS, B & A OE, SMITHS, and FOUNDERS, naving for many years been in successful operation, and been acadadively engaged in building and repairing Marine and River Engines, high and low-pressure, iron Boilers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to com-tract for engines of all sizes. Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fins abortest notice. High and Low-pressure Fins abortest and younders of all sizes and kinds, iron and Brass Castings of all sizes and kinds, iron and Brass Castings of all enter with connected with the above busines. The establishment free of obstage, and work formation

teed. The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. esc for raising heavy or light weights. JACOB C. NEAFIB, JOHN P. LEVY. 6 18 BEACH and PALMER Streets.

11 BEACH and PALMER Streets. J. VAUGHN MERRICK. WILLIAM H. MERRICE JOHN R. COPE. SOUTHWARK FOUNDRY, FIFTH AND SOUTHWARK FOUNDRY, FIFTH AND SOUTHWARK FOUNDRY, FIFTH AND MERCICK & SOME. MERCINERIS AND MACHINISTS. MERCINE & SOME. MERCINE