#### PUBLIC INDECENCIES.

There is not the slightest reason for impugning the state of the law which provides against open and flagrant violations of public decency and propriety. All that is wanted is its constant, persistent execution. As far as we can understand the English law on these matters, it ceems framed with great propriety. It does not aim at making the individual chaste and sober and virtuous. These things are impossible to compel by legislation. The deadly sins depre-cated in the Litany are not punishable by our acts of Parliament. Private vices, unchastity and uncleanness and sensuality, are left to the sateguards of conscience, morality, and religion. It is only when these things come rampant, oftend the public eye, and outrage external propriety, that the police are empowered to interfere. A more atringent law would defeat itself. We see this by the experience of Paris. There the police are armed with great powers of domicilary interference. The result is a superior of the result is ference. The result is not encouraging. Neither is the condition of London; but it is because the law is not carried out, and its provisions are not fulfilled. We have never yet been able to guess at the cause of the present state of things. Nobody pretends that the law is too inquisitorial, or its penalties too severe. Not he slightest murmur is ever raised when the put into execution; not a pretense of wrong or injustice is urged when the police do act. The only complaint arged, and it is one which has some point it, by those against whom it is enforced, is

that its execution is intermittent, partial, vague, uncertain, and therefore unjust. And it is so. The general and natural impression about the state of the law is that it is very difficult of carrying into execution; that with its usual tenderness for rascality, the English law makes the proof of public indecency so difficult, and furnishes obscentty and indecency with so many opportunities of escape that after all much may be avged in vindication of the apparent supineness of authority in these matters. But when it comes to matter of fact just the reverse takes place. About once a twelvementh, or once in two years, a raid is made on Wych street or Holywell street, and with great triumph we are informed of the tons of books, stereotype plates, and photographs which are teized and burnt. The offenders are fined and imprisoned, with as much ease and certainty as a drunkard is fined five shillings. A few years ago we heard of the purification of the Hay-market and its purious. We were assured that in the midnight hours Coventry street was as decorous as Great Ormond street at noonday, Still later we were assured that the night houses in those pleasant shades were quite reformed and cleansed. And we believed all this was quite true. The picture was engaging; the results Arcadian; and the character of the law-sufficiently strict, yet not Draconically austere-was admirably vindicated. And then all of a sudden it comes out that we have been fiving in a fool's paradise. One of

Thursday's newspapers, describing this the actual London of 1869, assures us that "the main thoroughfares round the Haymarket from midnight until 2 o'ctock in the morning are rendered impassable by a dense mob of women of the town, thieves, and bullies. The police on duty view the scene, and take no steps to put an end to it;" and so the report goes on municating the particulars, inexpressibly filthy disgusting, which are correctly enough described as a disgrace to our civilization, and such as would be tolerated in no other capital. This, whether truly or not, is described as the condition of our finest streets in the very heart our national life during this present week. From which it follows-and we are almost ashamed to come out with so bald a truism-that either there is a great neglect now, or that the respectable citizens whom we now think proper to stigmatize as thieves, prostitules, and bullies, of a few years ago were very hardly desit with for their tastes in taking their mid-night walks abroad. Either these abominations ought to be put down now, or it was a great violation of the liberty of the subject when, some years ago, we suppressed tho e little playful exhibitions of a venual immorality. So will another disgraceful motter. Last Monday Mr. Knex took evidence and fined a fellow named Brooks for permitting Poses Pisstiques, fabcaux Vivants, or whatever they are called. for presining over or keeping what is called a Judge and Jury Club-that is, a mock trial, the staple of which is filthy language, or, as Mr. Knox calls it, "broad and disgusting bestiality."
We shut our eyes and wonder where we are. it, or is it not true, that there was such a fellow as Chief Baron Nicholson? Was or was not his portrait as familiar to all London people as the lion on Northumberland House? Did he not go on for years unchecked in his dirty trade? Later still, have we not walked in Lelcester square Have we not seen and read the announcements -pictorial and is print-of all those Corinthian and Lampsacene prettinesses? Is Finlen's name, and the connection of that great politician with one of these Judge and Jury Societies, forgotten, or was it recorded long ago in connection with the days of Hogarth and Mohocks? Have we not been living for a quarter of a century at least in presence of Indee and Jury Clubs as an institution as much recognized as Exeter Hall itself? But all of a sudden it comes out that the house which har-bors these edifying midnight conversations is disorderly; a grave offense has been committed; a fine is inflicted; much proper and extremely impressive language is used by the sitting

magistrate; even the lawyer employed to defend

Mr. Henry Brooks apologizes for his advocacy:

and the Daily Telegraph writes an excellent leader on his conviction, the effect of which is,

however, slightly counteracted, and its affect-

ing detente of propriety and cleanness impaired, by the appearance of two advertise-

ments of two vile books in the same impres-

huge Satyr, Baron Nicholson, was allowed to rot out in the odor-and a very nasty odor it

was-of obscenity, unpunished, then Mr. Henry

Brooks is rather hardly deals with. It cannot

be that the meshes of the law were not strong

days gone by while it has contrived to catch

the small midge Brooks, for the law was the same, the offense was the same, the sort of

house in which the offense was committed the

refreshment house, was open to the police,

In whatever sense Brooks' den, called a

enough to retain that bloated carrion-fly of the

Again we ask, what does all this mean?

Nicholson's public nouse was equally amenable to the law. We permitted the one; we suppress the other, though for years we have practically encourse ed it. Take another instance of this spasmodic, and therefore we be leve mischievous, adminis-tration of the law. Everybody knows the Tichborne Street Anatomical Museum. as lamilier to us as the 'ountsin and fernery shop window in the Quatrant. More than that, everybody knows what the museum Its touters openly parade its contents, and offer you catalogues of its nastiness. The attempt to pass it off as ascientific institution only adds the vice of hypocrisy to the sin of obscerity. It is a louthsome den, in which not only the wares exhibited are anomiuable but which is, in fact, an adjunct to the trate of the quack extertioners who live on the fictitions terrors which they inspire into the corrupted mind of youthful proffigacy or These Anatomical Museums ruin body, soul and pocket alike, corrupt the consti utions and impoverish the means of their victim . Mental terrors and porcors of the soul. despondency and despair, madness and suic do. are the consequences of studying under the so-cailed for Kaun, and we believe that the nauseous shop which goes by this name is not the cuty one of these moral taystalls in London. It might be supposed that such places were very hard, exceptionally hard, buts to crack; that their proprietors sailed so very close to the wind of the law that it was impossible to overhaul them; that the case was either a casus omissus of the Police Acts, or that it would turn out to be so hazardous to interfere that the risk was not worth running. We have heard that this was the sort of language used at the Home Office. when and guation, public or private, forced itself upon authority. But bo s stand the basts? No many years age -indeed, only three or four years ago- there was one of these Anatomical Museums in the Strand. The authorities of King's College-so we have always understood -complained; and the thing was shut up, suppressed, and disappeared without the slightest brouble or fuls. So that where there

is a will there is a way, and that not a difficult one. The pretense that we cannot deal with this sort of thing is most summarily answered by the fact that we do deal with it, and deal with it effectually, when so disposed. Sauce for the goose is sauce for the gander; law for the Strand is law for Tichborne street, suppress one nuisance, we permit arother-precisely the same, and at work under precisely

the same conditions.
All these things are inexpressibly stekening and disgusting and humiliating. Night houses, Haymarket promenades and fairs, auatomical muscums, judge and jury clubs, Holywell street wares, obscene and pseudo-medical advertise-ments, the Dai y Te egraph's bomilles and the Daily Telegraph's advertisements—it is a pollu-tion to have to think about them, and to write about them. But there is just one tuing perhaps worse, and that is that we know, and the present outbreak of indignation and congratulation proves that we know, that we might stop it all if we pleased any day in the week, and most completely—but we do not. Lord Campbell's act is a very fine thing: it is not dead, nor impracticable to carry out—only it sleeps. Why the name of Dugdaic, always fixed and always at work again, is as familiar as that of Mr. Knox himself. And disgusting as the whole thing is, the one thing more disgusting is the occ reports of "Raid on the Night Houses," on Holywell street; "Raid on the Haymarket," We are almost forced to the conviction that the police had better not interfere at all than carry on this guerilla warfare. The conclusion —we believe a very unjust one—is that they only pounce upon offenders when hush mon is not forthcoming, and the only answer to this discreditable imputation will be found in a steady, persistent, and constant vindication of the law, every day, and all day, and all night long, -London Saturday Review.

-The stable-keepers of San Francisco have organized a society to prosecute all persons who hire and abuse horses. Their names are to be placed in a "black list," and no animals are to be put in their power. A list is also to be kept of such as do not pay their bills.

#### GOVERNMENT SALES.

DUBLIC SALE OF CONDEMNED ORD. A large quantity of Condemned Ordnance and Ord-A large change of Condemner Ordnance and Ord-nance Stores will be offered for the e.s. Peblic Auc-tion, at BOCK ISLAND ARSENAL, lilingle, on WEDNESDAY, April 7, 1889, at 10 o'clock A. M. The following comprises some of the principal arti-cles to be scid, viz:— 28 Iroc Campon, various calibres, 1100 Field Carriagra and Limbers, 189 sets of a rilliery Harness, 16 160 pounds shot and Sheil.

0.100 pounds Shot and Sheil. 5.100 sets of Infantry Accourrements, 200 McClellan Saddies. 0 Artistery Saddles. 00 Halters. 0 Saddle Blankets.

7:0 Saddle Blankets.

60:0 Waterlog Bridles.
7:400 Cavairy Carb Bridles.
22:00 Artillery 'r races and Hames.
Persons wishing catalogues of the Stores to be sold for the Chief of Orders of the Washington, D. C., or Brevet Cottonel S. (Chiepfin, United States Army, Parenasing Officer Curner of HOUSTON and GREEN Streats, New York City, or upon application at this Arsenal.

T. J. RODMAN,
Lieutenant-Colonel Oronance,
Brevet Brigadler-General U. S. A.,
Commanding.
Rock Island Arsenal, January 25, 1869.

180 1A7

QUARTERMASTER PROPERTY FOR SALE.

DEFOT QUARTERMASTER'S OFFICE,
WASHINGTON, D. C., Feb. 13, 1869.
Will be sold at tablic anction at Lincoin Depot, on
TUESDAY, February 23, commencing at 10 A. M.,
under the direction of B evet Colonel A. P. Biunt,
Aisistant Quartermaster, the following serviceable
Quartermaster Property, not now required by the
United States, to wit:

25 Horses,

United States, to wit:—

10 Mules,
6.000 Wagon Bows,
15.000 Do. & Amb. Spokes,
1.500 Pawed Felloes,
100 Bent Go.,
200 Amb. Tongues not ironed,
100 Wagon do., ironed,
4.320 Doubletrees,
500 Wagon Hounds,
100 Wagon Bolsters,
1 Coal Yara Scale,

100 Wagon Bolsters. 1 Pile Driver,
1 Coal Yard Scale,
1 Pile Driver,
1 Coal Yard Scale,
1 Coal Yard S Especial attention is invited to the lot of Males

fered.
Terms—Cash, in Government funds.
By order of the Quartermaster-General.
J. C. MCFERRAN,
Deputy Quartermaster-General,
Bys. Erig. Gen. U. S. Army.

# PROPOSALS.

DEOPOSALS FOR SUBSISTENCE STORES. HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE

CHIEF COMMISSARY OF SUBSISTENCE,
FORT GIBSON, C. N., Jan. 21, 1869.
Sealed Proposa's, in duplicate, will be received at the office of the undersigned, at Fort Gibsos, C. N., until 12 o'clock M., MONDAY, March 15, 1869, for the delivery of Subsistence Stores as follows: AT FORT GIBSON, CHEROKEE NATION, 1, T. 550,000 pounds of Flour.

75,000 pounds of Bacon. 25,000 pounds of Salt, 5,000 gallons of Vinegar. 400 barrels of Pork.

And Corn Meal in such quantities as may be required.

The Flour to be equal in quality to the best XXX brands of the St. Louis market, and put up as follows:—125,000 pounds to be put up in barrels full head lined, and 425 000 pounds to be put up in double sacks, of gunny sacking and

totton sheeting.

The Bacon to be of first quality, and put up as tollows:—20,000 pounds in tierces or casks, and 55,000 pounds in gunny sacks of about 125

The Salt to be of good quality, and put up as follows:—10,000 pounds in barrels and 15,000 pounds in double sacks of gunny sacking and

cotten sheeting.

The Vinegar to be of best quality, and made of whisky of full strength, and to be put up as follows:—1000 gallons in barrels of good quality, securely hooped, and 4000 gallons to be put up in [casks containing not more than 23 gallons each, the casks to be of best quality, painted, and to have four iron and eight hickory hoops on each.

The Pork to be prime mess pork, to be put up securely in good barrels containing 200 pounds

The Corn Meal to be of best quality, and put up in barrels or sacks, like the flour, as may be required. The person or persons to whom any award is made must be prepared to execute contracts and give the required bonds at once, and be in readiness to commence the delivery of stores on the 20th day of April, 1869, and to continue the same in such quantities as may be required until the 1st day of December, 1869, at which time the whole amount of the article or articles contracted for must be supplied.

Samples of articles (except meals) must ac-company the proposals, in boxes or bottles, and not in paper parcels. Each bid must be accompanied by a good and sofficient guarantee from two or more persons whose loyalty and solvency are certified by a clerk of a court of record), setting forth that they will, in the event of its acceptance, give ample bonds and security for the faithful performance of the same rmance of the same.

The name and place of residence of each bid-der and surety must be given.

No proposal will be entertained, unless satisfactorily represented, that does not fully comply with the terms of this advertisement. Proposals may be for the whole or any part of

the stores required.

Any contract swarded under this advertisement wil be made subject to the approval of the Commissary-General of Subsistence, U. S. Army, and the right is reserved to reject any or all bids. All stores delivered will be subject to a rigid Payments upon the contracts awarded will

Payments upon the contracts awarded will be made monthly in current funds, or as soon as the same shall have been received.

Bidders are invited to be present at the opening of proposals, which will take place on the day and hour above specified. Blanks for proposals and books will be furnished on application to this offer. tion to this office.

Froposals must be plainly indersed, "Proposals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, Dis-

trict Indian Territory, Fort Gibson, U. N. [265w By order of Brevet Major-Grn. B. H. GRIERSON.
A. F. ROEKWELL, Byt. Lient. Colored and A.
Q. M. U.S. A., C. C. S. Dist. Indian Territory.

## PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED Dat the Office of the Chief Quartermaster Military Division of the Missouri, St. Louis, Mo., until 12 M., on the 20th day of February, 1809, 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 toolnates river.

21, 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
menth of the Muscleshell river, and Fort

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

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 From Omaha to Sloux City, Forts Randall, bully, Rice, Stevenson, Buford, Camp Cook, or

any post that may be established at the mouth Muscleshell river, and Fort Benton. From Fort Randall to Forts Sully, Rice, Ste-From Fort Randall to Forta Sally, tales, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of Muscleshell river, and Fort Beuton.

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

From Fort Rice to Forts Stevenson, Buford, Camp Cook

Camp Cook, or any post that may be estab-lished at the mouth of the Musclesheil river, and Fort Beaton. From Fort Stevenson to Fort Buford, Camp

Cook, or any post that may be established at 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 poet that may be

established at the mouth of the Muscleshell river, to Fort Benton.

It will be the endeavor of the Government to 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 (separately 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-

1st. The rate at which they will transport each officer and soldier (cabin passage to be provided for officers, and for soldiers necessary facilities for cooking their rations, which will be supplied

2d. The rate per 100 pounds at which they will transport supplies. 3d. The rate each at which they will transport so. The rate each at which they will transport horses, mules, cattle, ambulances, carts, wagons, etc. (troughs for feeding animals to be supplied by the steamboat).

A just preference will be given to parties who

own and control boats. Boats will be expected to always give the Government freight the pre-ference, and in no case will be allowed to carry private to the exclusion of Government freight. 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 1869. Bidders will pleasegive the rate at which they will furnish transportation down stream. In case the contracting party fails to carry freight as required, the Government reserves the right to jurnish 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.

Eidders are informed that no boat loaded with Government stores will be allowed to go above Sioux City, Iowa, drawing over three and one-half feet of water, and that boats will not be required to go to points above Sioux. not be required to go to points above Sloux City with less than 130 tons Bidders should give their names in full, as

well as their places of residence, and each pro-posal must be accompanied with a bond in the sum of \$10,000, signed by two or more respon-sible 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. advertisement. The contractor will be required to give bonds in the sum of \$100,000.

The party to whom the award is made must

the party to whom the sward 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, Illinois, to Sloux City, proposals for the same during the season above specified are invited.

Copy of blank form of river contract to be contract in the season above specified are invited.

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 Piatte, Omana, Nebraska; and at the office of Brevet Brigadier-General, Fred. Myers, Seputy Quartermaster-General, U. S. Army, Chicago, Illinoix.

Proposals for river transportation should be endorsed "Proposals for Army Transportation by the Missouri river;" those for rail, "Proposals for Army Transportation from Chicago.

posals for Army Transportation from Chicago to Sloux City," and addressed to the under-By order of the Quartermaster-General U. S. A. J. L. DONALDSON,
Assistant Quartermaster-General U. S. A.,
Chief Quartermaster Military Division of the

## DRUGS, PAINTS, ETC.

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

# WHOLESALE DRUCCISTS.

IMPORTERS AND MANUFACTURERS OF White Lead and Colored Paints, Putty Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS. DEALERS AND CONSUMERS SUPPLIED AT

## LOWEST PRICES FOR CASH. RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE. FOR GERMANTOWN. FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 906, 16, 11, 12 A, M., 1, 2, 3 15, 3 2, 4 6, 5 3, 6 10, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown at 6, 7, 7 5, 8, 8, 20, 9, 10, 11, 12 A, M., 1, 2, 8, 4, 4 5, 6, 6 5, 7, 8, 9, 10, 11 P, M.

The 8 20 down train, and 35 and 55 up trains, will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia at v 15 A. M., 2, 7, and 101; P. M.
Leave Germaniown at 8 15 A. M., 1, 6, and 9); F. M. CHESTNUT HILL RAILBOAD.

Leave Phiadelphia at 6, 8, 10, 12 A. M., 2, 35, 5%, 7, 9, and 19, M.

Leave Chestaut HEI at 7:10, 8, 3:40, 11:40 A. M., 1:46, 2:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.
Leave Philadelphia at 9 15 A., 1 and 7 P. M.
Leave Chrainur Hill at 7 50 A. M., 12 40, 5 40, and 9 25 F. M.

FOR CONSHCHOCKEN AND NORRISTOWN. Leave Priladelphia at 6, 75, 9, and 11 % A. M., 174, 3, 5, 5, 5, 6 % C., 8 % and 11 5 7. M. Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M., 114, 3, 45, 5), and 2, F. M.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 25; and 75; P. M.,
Leave Norristown at 7 A. M.; 8); and 9 P. M.

FOR MANAYUNE.

Leave Philadelphia at 6, 755, 9, and 1145 A. M.; 115,
455, 515, 615, 865, and 115 P. M.

Leave Alamayunk at 610, 755, 8 20, 955, and 1155 A. M.;
255, 5, 655, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 254 and 715 P. M.

Leave Manayunk at 75 A. M.; 6 and 95 P. M.

W. E. WILSON, General Superintendent.

Depot, Ninth and Green streets.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, NO. 26 NORTH WHARVES NO. 22 NORTH WATER STREET, 21 PHILADELPHIA. 21 SORE C. CATTELL. MILITAR CATTELL

THE PROPER OF COLUMNIA.

## RAILROAD LINES.

1868 — FOR NEW YORK.—THE CAMDEN AND THE CAMDEN AND PHILADELPHIA AND THE PRICE PHILADELPHIA TO NEW YORK, AND WAY PLACES.

m. for Bordentown, Burlington, Beverly, and De-isnoo,
At 630 and 10 A. M., I, 830,430, 5, and 1130 P.
M. for Florence, Edgewater, Diverside, Riverton, Pal-myra, and Fish House, and 2 P. for Florence and Riverton.
The 1 and 1130 P. M. Lines leave from Market Street Ferry (upner side.)
FROM KENSINGTON DEFOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$8.
At 730 and 11 A. M. 230, 330, and 5 P. M. for Trenton and Bristol. And at 1015 A. M. for Bristol.
At 710 and 11 A. M. 230, and 5 P. M. for Morrisville and Tullytown. At7:00 and 11 A. M. 2 30, and 5 P. M. for Morrisville and Tulty town.

At 7:20 and 10:15 A. M. and 2 30, and 5 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M. 2 30, 4, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Gornwell's, Turresdale, Holmesburg, Tacony, Wissinoming, Sridesburg, and intermediate Stations,

FROM WEST PHILADELPHIA DEPOT,

Vis Connecting Railway.

At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City; Fare, 8:25.

At 11:29 P. M. Emigrant lines Fare, 42.

At 12 P. M. (Night), for Morrisville, Tully town, Schenck's, Edding on, Cornwell's, Torresdale, Holmesburg, Tacony, Whishoming, Bridgeburg, and Frankford.

The 9:45 A. M., 6:20 and 12 P. M., Lines will run

org, Theony, Whalloming, Bridesourg, and France, ord.

The 9.95 A. M., 5:20 and 12 P. M. Lines will run daily, All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Figh streets, at Chemit, 50 minutes before departure. The cars of Market Street sailway run direct to West Philadelphia Depot, Chemit and Wainnt within one square. On Sundays the Market Street cars will run to connect with the 9.55 A. M. 6.20 and 12 P. M. Lines.

BELVIDERS DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 730 A. M. for Niegara Falls, Bullaio, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, biontrose, Wilkesbarre, Soranton, Stroudsburg, Water Gap, Schooley's Moun-At 730 A. M. and 330 P. M. for Belvidere, Easton, Lismbertville, Flemington, etc. The 830 P M. Line connects direct whit the Train leaving Easton for Mauch Chenk, Atlentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate Sta-tions. CARDEN AND BURLINGTON COUNTY JAND FEMBERTON AND HIGHTSTOWN RAIL

BOALS, FROM MARKET STREET FERRY, (Upper 6ide.) PROM MARKET PIRET FARRY, (Opper Side.)
A17 and 10 A. M., 130, 300, and 530 P. M., for Merchansville, Moorestown, Hartford, Masonville, Hainsport, Hount Holly, smithville, Evansville Vincentowe, Elimingham, and Penberton.
At 7 A. M., 130 and 330 P. M., for Levistow Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imia; stown, Sharon, and Hightstown, 1116 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868.
The trains of the Pennsylvania Central Railroad leave the Depot, at THINTY-FIRST and MARK ETSITEETS, which is reacted directly by the Market Streets, which is reacted directly by the Market Streets cars, the least car connecting with each train leaving Front and Market streets tairry minutes before its departure. The Cheenut and Wainut Streets cars run within one aquare of the Depot.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Nimit and Cheenut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left as No. 301 Cheanut sizeet, or No. 115 Market street, will receive attention.

for and deliver baggage at the depot. Orders left as No. 30 Chesnut street, or No. 118 Market street, will receive attention.

TRAINS LEAVE DEPOT. VIZ:—

Mail Train.

Paoli Accommodation, 10:30 A. M., 11:30 A. M., 12:30 A. M., 13:30 A. M., 14:30 A. M., 15:30 A. M.,

PHILADELPHIA, WILMINGTON, AND DESCRIPTION OF THE TABLE.—
COMMERCING MONDAY, November 23, 1866.—Trains will leave Depot corner Broad street and Washingn avenue, as follows:-Way hall Train at 8:30 A. M. (Sundays excepted). Way had Train at \$30 A. M. (Sundays excepted), for Ealtimore, stopping at all regular stations. Connecting with Delaware Mailroad at Wilmington for Criefield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Pathmore and Washington, stopping at Wilmington, Perry ville, and Havre-de-Grace, Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Bailmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-Port, Stanton, Newark, Erkton, North-East, Charlestown, Perry ville, Havre de Grace, Aberdeen, Perry man's, Edgewood, Magnolia, Chase's, and Stemmer's Rus.

Run.
Night Express at 11'30 P. M. (Daily) for Baltimore
and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Whimington, Newark, Eikton,
North-East, Perryville, and Havre de Grace,
Passengers for Fortress Monice and Norfolk will
take the 12'00 M. train.
WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and

Wimington, Leave Philadelphia at 11:00 A. M., 2:30, 3:06, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate were Railroad for Harrington and interactions, stations, Wilmington 700 and 810 A. M., 120, 415 and Leave Wilmington 700 and 810 A. M., 170, 415 and 700 P. M. The 810 A. M. Train will not stop between Chester and Philadelphia. The 700 P. M. Train from Wilmington runs daily; all other Accommodation Wilmington runs daily; all other Accommodation From Baltimore to Philadelphia.—Leave Baltimore From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail. 1925 A. M., Express, 125 P. M., Express, 725 F. M., Express, 72

signification, New Jors, Williams Chester, South, and Through tickets to all points West, South, and Southwest may be precured at ticket office, No. 538 Chesput street, under continental Hotel, where also Chesput street, and Berths in Sieeping cars can be State Rooms and Berths in Sieeping cars can be secured during the day. Fersons purchasing tickets secured during the day. Fersons purchasing tickets at this office can have baggage checked at their resistants of the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE BAILBOAD. PHILADELPHIA AND BAIL BAILBOAD.—
WHATER TIME TABLE—THROUGH AND
DIRRUF BOUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-VANIA.

Elegant Electing Cars on all Night Trains.

On and after MUNDAY. November 23, 1868, the
trains on the Philadelphia and Eric Radroad will
run as follows:

WESTWAN

ERIE ENPRES ICAVES Philadelphia 10 65 P. M.

ELMIRA MAIL leaves Philadelphia 11 50 A. M.

ERIE ENPRES ICAVES THE 11 50 A. M.

ELMIRA MAIL leaves Philadelphia 500 A. M.

ELMIRA MAIL leaves Elie. 10 58 A. M. 

Mail and Express connect with Oil Creek and liegheny River Ballroad, BAGGAGE ORECKED L. TY LER. General Superintendent. THROUGH,

EST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing Wednesday. September 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Miliville, \$15
P. M.
For Miliville, Vineland, and intermediate stations
\$18 A. M., \$18 P. M.
For Bridgeton, Salem, and way stations \$18 A. M.
For Woodbury at \$15 A. M., \$15, \$50, and 600 P. M.
For Woodbury at \$15 A. M., \$15, \$50, and 600 P. M.
Freight train leaves Camden daily at 12 o'clock
noon. Freight received at second covered whanfield Walnut street, daily. Freight Delivered No. 228 South Delawareaved Freight Delivered No. WILLIAM J. SEWELLA

#### RAILROAD LINES.

READING RAILROAD, GREAT TRUNK INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL. SUBQUEHANNA, GJMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. WINTER AREANGEMENT OF PASSENGER TRAINS, December 14, 1868. Leaving the Company's Deput at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Bending and all intermediate Stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:35 P. M.

At \$15 A. M. for Reading, Lebanou, Harrisburg, Potsyville, Pine Grove, Tamaqua, Sunbury, Williamsort, Ellira, Bochester, Ningara, Falls, Buffalo, Wilkesbarre, Pittston, York, Carliele, Chambersburg, Wilkesbarre, Pitt-ton, York, Carisie, Chambersous, Hagersown, etc.

The 7-20 A. M. train connects at READING with East Pennsylvatia Railroad trains for Alientown, etc., and the 8-15 A. M. train connects with the Letanon Valley train for Harrisburg, etc.; at PORT CLIATON with Gatawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Eusquehauma trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3 50 P. M. for Reading. Postaville, Harrisburg, etc., connecting with Reading and Columbia Haliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 646 A. M., stopping at intermediate stations; arrives in Polladelphia at 919 &. M.,
Retorning, leaves Philadelphia at 4 P. M.; arrives la
Pottstown at 618 P. M.

READING ACCOMMODATION,
Leaves Reading at 7:50 A.M., stepping at all way stations; arrives in Philadelpnia at 10:30 A.M.,
Returning, leaves Pulladelpnia at 4:45 P.M.; arrives in Reading at 7:40 P.M.
Trains for Philadelpnia leave Harrisburg at 8:10 A.M., and Pottsville at 8:45 A.M., arriving in Philadelphia at 9:5 P.M., and Pottsville at 2:5 P.M., arriving at 1:50 P.M., and Pottsville at 2:5 P.M., arriving at Philadelphia at 6:45 P.M.
Harrisburg Accommodation leaves Reading at 7:15 A.M., and harrisburg at 4:10 P.M. Connecting at Reading with alternoon Accommodation south at 8:35 P.M., arriving in Philadelphia at 9:25 P.M.
Market train, with a passeoger car attached, leaves Philadelphia at 1:250 neon, for Pottsville and a 1 way stations: leaves Pottsville at 7:30 A.M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted. READING ACCOMMODATION, All the above trains run daily, Sunday sec-cepted.
Sunday trains leave Pottiaville at a A. M., and Philadelphia at 8 15 P. M., Leaves Pulladelphia for Reading at 8 A. M. Returning from Reading at 405 P. M.

CHESTER VALLEY RAILROAD Passengers for Downingtown and intermediate points thee the 730 A. M., 1230, and 4 P. M. trains from Philadephia. Returning from Downingtown at 630 A. M., 1245 and 545 P. M.

PERKIOMEN RAILROAD Passengers for Skippack take 730 A. M. and 4 P. M. trains from Philladelphia, returning from Skippack at 816 A. M. and 12 55 P. M. Stage 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 150 and 10 19 P. M., and connecting at Harris urg with Pennsyavania and Northern Central Hallroad Express trains for Pittaburg, Chicago, Williamsport, Elmira, Baltimore etc. more, etc.
Returning Express train leaves Harrisburg on Returning Express train 10aves Harrisdurg on arrival of Fennsylvania Express from Fiksburg at \$700 and \$500 A. M., and 10 50 P. M., passing Reading at 544 and 731 A. M., and 1230 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Siesping Cart accompany these trains through between Jersey City and Fitsburg without change.

A. Mail Train 10r New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

ISCHUYLKILL VALLEY RAILBOAD, Trains leave Pottsville at 8 to and 11 to A. M., and 6'4 P. M., returning from Tamaqua at 5 to A. M., and 2'15 and 4.55 F. M.

ECHUYLKILL AND BUSQUEHAWNA 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 5.35 P. M.

TICKETS.

Through first-class tickets 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 reduced rates.

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

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

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.00 each ler families and firms.

SEASON TICKETS.

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

Residing on the line of the road will be furnished
with cares entitling themselves and wives to tickets

st half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced mres, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1230 noon,
a and a P. M., for Beading, Leoanon, Harrisourg,
Pottsville, Fort Clinton, and all points beyond.

MALLS
Close at the Philadelphia Fost Onice for all places on the road 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 Philadelphia Depot, Orders can be len at No. 225 S Fought street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILEGAD. NORTH FENNSLLVASIA RATERIOAD.

FOR BETHLERER, DOY LESTOWN, MAUGH
CHUNK, EASTON, WILLIAMSPORF, WILKESBARRE, MAHANOY UITY, MOUNT CARMEL,
PITTSION, TUNKHANNOCK, AND SCRANTON.
WINTER ARBANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), At follows:

At 746 A. M. (Express for Bethlenem, Allentown, hanch chung, Hanleton, Williamsport, Wilkesbarre, Mananoy City, Pittston, and Tonkosanock.

946 A. M. (Express) for Bethlehem, Esston, Allentown, Mauch Chung, Wilkesbarre, Pittston, and

SCranton.
At 146 P. M. (Express) for Bethlenem, Manch Chunk, Wikesbarre, Pittston, and Scranton.
At 500 P. M. for Bethlenem, Easton, Allentown and Manch Chunk.
For Itopiestown at 545 A. M., 245 and 445 P. M.
For Fort Washington at 16 to A. M. and 11 30 P. M.
For Landate at 621 P. M.
Fitth and Sixth streets, Second and Third streets, and Union City Passenger Saliways run to the new Depot.

Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethickern at 910 A.M., 210, 525, and 530

From Doylestown at 8:25 A. M., 4:55 and 7 P. M.,
From Doylestown at 8:25 A. M., 4:55 and 7 P. M.,
From Lanstale at 7:20 A. M.
From Fort Washington at 10:48 A. M. and 5:10 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 8:20 A. M.
Doylestown for Philadelphia at 7 A. M.
Doylestown for Philadelphia at 7 A. M.
Esthlehem for Philadelphia at 4 P. M.
Tickets sold and Baggige checked through at
Mann's North Pennsylvania Baggage Express Office,
No. 1658. FIFTH street.

ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA

On and after MONDAY, October 5, 1868, Trains will
teave as follows:

Leave Philadelphia from the Depot, THIRTYPIRST and CHESNUT Streets, 7:45 A. M., 11 A. M.,
250 P. M., 4'15 P. M., 4'50 P. M., 5'16 and 13 0 P. M.

Leave West Chester for Philadelphia, from Deport
on East Market street at 6.25 A. M., 7'45 A. M., 8'00 A.

M., 10'45 A. M., 1'50 P. M., 4'50 P. M., and 0'55 P. M.

Trains leave West Chester at 8.00 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junction,
between West Chester and B. C. Junction, going
East, will take train leaving West Chester at 7'45

A. M., and going West will take the train leaving
Philadelphia at 4'00 P. M., and transfer at B. C.
Junction. Junction.

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

Leave Philadelphia at 820 A. M. and 200 P. M.
Leave West Chester at 705 A. M. and 400 P. M.
Leave West Chester at 705 A. M. and 400 P. M.
Trains leaving Philadelphia at 745 A. M. and 4750
P. M., and teaving West Chester at 800 A. M. and 4750
P. M., connect at B. O Junction with Trains on P. &
B. C. R. R., for Oxford and intermediate points.
4102
HENRY WOOD, General Sup't,

# AUCTION SALES

M. THOMAS & BONS, NOS. 139 AND 146

B SALE OF SCHOOL BOOKE IN QUANTITIES.

The Stock of a Bookseller, on
Wednesday Atternoon.

Feb. 17, at 4 o'clock.

Sale at the Auction Rooms, Nos. 139 and 141 B.
HANDSOME FOURL STREET.

HANDSOME HOUSEBOLD FURNITURE.
PIANO. FRENCH PLATE MIRRORS HAND.
SOME VELVET, BRUBSELS, AND OTHER
CARPETS, FTC.
On Thursday Morning.

Feb. 18. at 9 o'clock, at the suction rooms, by ontalogue, a large assortment of superior household farmiture, comprising handsome walnut parior, ithrary, dining-room, and chamber furniture; superior roomwood 7 octave plano-forte, made by E. R. Graham, fine French-piate mirrors; handsome wardrooms; hookcasee; sidebbards; extension and centra tables; china and glassware; mattressee and bedding; large assortment of office furniture; small steam engine and boiler; gas-consuming and cooking stove; handsome velvet Brussels carpets, etc. etc.

212 TOUNTING, DURBOROW & CO., AUCTION.

BUNTING, DURBOROW & CO., AUCTIONS OF Early Nos. 222 and 234 MARK ET Street, corner of Early street. Successors to John B. Myers & Go. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOOD & On Thursday Meratug, Feb. 18, at 10 o'clock, on four months' credit. 21244

LARGE SALE OF CARPETINGS, 150 PIECES FLOOR OIL CLOTHS, ETC.
On Friday Morning,
Feb. 19, at 11 o'clock, on four mouths' credit, about 200 pieces of tapesky. Brussels tograin, Venetian, list, hemp, cottage, and rag carpetings, 150 pieces oil cloths, etc.

2 15 41 SCOTT'S ART GALLERY, NO. 1020 CHESNOT

IMPORTANT SPECIAL SALE OF HIGHRST CLASS MODERN PAINTINGS, the private collection of C. W. F. CALVERT, Esq. No. 1517 N. B SCOTT. Jr. 18 izstructed by Mr. C. W. F. Calvert to announce for public sale his entire private collection of highest class reodern paintings, presented to the sale wittake vious to his departure for Europe. The sale wait take place at Scott's Art Gallery, No. 1020 CHESDUT Street, on WICDNESDAY and THURSDAY Eventings. February 24 and 25, at 7% o'clock.

Open for inspection on Monday.

Particulars hereafter.

215 th

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION RESCHANTS, No. 1128
CHESNUT Street; rear entrance No. 1107 Sanson 121

Administrator's Sale of a

LARGE COLLECTION OF OIL PAINTINGS. On Tuesday and Wednesday evenings.
February 16 and 17, at 7% O'clock, at the suction store, No. 1110 Chesnut street, will be sold, by order of administrator, a private collection of over 300 oil paintings, by American and European artists, the whole to be sold without reserve or imitation. The paintings will be open for examination, with catalogues, on Monday. 2113t catalogues, on Monday.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

No. 529 CHESNUT St., rear entrance from Minor.

Sale No. 529 Chesnut street.

HANDSOME WALNUT HOUSEHOLD FURNITURE, KOSEWGOD PIANO FORTE, SUPERIOR MELODEON, HANDSOME VELVET AND BRUSSELS CARPETS ETC.

On Wednesday Moraing,
Feb. 17, at 10 o'cicck, at the auction rooms, No. 529
Chesnut street, by catalogue very excellent Furniture, including—Handsoms walnut parior, library, and dining-room jurniture; saits handsome walnut chamber jurniture, rosewood plano forte, superior rosewood melodeen, French plate mantel, pler, and oval mirrors, handsoms velvet, Brussels, and other carpets gas-consuming stoves, feather bads, plated ware, china and glessware, carriage harness, office furniture, etc.

[2 15 24]

CLARK & EVANS, AUCTIONEERS, NO. 620

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

C. D. McCLEES & CO., AUCTIONEERS, No. SALE OF 1000 CASES BOOTS, SHOES BROGANS, BALMORALS, &c.

Will be sold—
On Thursday, Feb. 18,
At 16 o'clock A. M. Also, a desirable assortment of city made goods.
N. B.—Sale every Monday and Thursday. 215 3t KEENAN, SON & CO., AUCTIONEERS, It 21

Will sell Will sell
On Wednerday,
17th inst, at 11 A. M., 2500 barrels of Liquor, as follows:—100 barrels pure old rye; 40 barrels of corawhasky; 25 barrels of molasses whisky; and 50 barrels the rectified and a choice lot of superior Monongation rectified and a choice lot of superior Monongation. hela and Bourbon whiskies, Also, induors in demi-lohin, comprising the brandles, Holand gin, Ja-maica rum, and superior port and sherry wine, etc. It

LIPPINCOTT, SON & CO., AUCTIONEERS,

NEW YORK. A DRIAN H. MULLER, AUCTIONEER.

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

ON TUESDAY, FEBRUARY 16, 1869, At 12 o'clock M., at the Exchange Salesrooms, Mo 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 CMPRISING 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 mainess of the city, on high ground, with dry, sandy soli, 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 imilar to those made by the "SAILORS' SNUG HARBOR," which have always been considered as most invorable to the lessee, The advantage of holding long leaves on property in the business portion of the city is demonstrated by the large bosus 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 stratetion will afford an epportunity that in all probability will never again occur for procuring leases of building sites that must, from the constantly increasing demand for business property in this city, soon on worth a large premium, especially as this property is by law

EXEMPTED FROM TAXATION.

JAMES W. BEEKMAN, JOHN DAVID WOLFE, ROBERT I. LIVINGSTON, JACKSON S SHULTZ, JAMES M. BROWN.

Descriptive lists sent by mail if desired. [1 37 176]

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FAC-TOBIES, ETC. Patent Wire Railing Iron Bedsteads, Ornamenta Wire Work, Paper Makers' Wires, and every varies of Wire Work, manufactured by

11 North SIXTH Street.

W The following Managers and Officers have been selected for the year 1898—

ELI K, FRICE, President.

Wm. H. Moore,
Samuel S. Moon,
Gilles Dallett,
Rdwin Greble,
Secretary and Treasurer, JOSEPH B, TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company. No. 518
ARCH Street, or of any of the Managers.

PENNSYLVANIA HOSPITAL Philadelphia, December 29, 1868.
The attending Managers are:
Wintar Morris, No. 220 S. Third street.
S. Morris Waln, No. 126 S. Delaware avenue.
Auending Physician—J. M. Da Costa, M. D., No. Attending Surgeons—William Hunt, M. D., No. 1898 Spruce street, Thomas George Morton, M. D., No. 1421 Chesnut. The Physician and Surgeons attend at the Hospital every day (Sundays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted it brought to the Hospital immediately