THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, FEBRUARY 25, 1869.

"The Young Man of the Day."

From the London Pall Mail Gazotte. Our contemporary, the Daily Telegraph, has for a long time kept its columns open to a set of letter writers who deal with what they term "The Young Man of the Day." The game was originally started under the signature of "Sam," a person whose father seemed to suffer from filial ingratitude. A legion of mothers and daughters joined the hunt, and when the sport appeared to slacken a correspondent with a classical name, and of a leading-article turn of mind, gave a fresh impulse to the pursuit. On the whole the controversy is very dull, as might be expected when the disputants belong to the class of people who exchange cartes through the medium of the London Journal, but there is still something not uninstructive to be gleaned from it. In the first place, the Young Man of the Day himself, the figure round which the war is raging, is not according to any account (even that of his mother, who stands up for him) a fassinating one. He is given to low amusements, unsuitable cloth-ing, and slang company. He is supposed to avoid introducing his sisters to his friends in order that they should not suspect him of wishing to get those young persons married. He hangs about bars and barmaids, and he turns up his nose at a "plain well-cooked dinner, with tolerable port and sherry, and the sensible conversation of a modest, welleducated girl." Nor does the catalogue of his strocities close here. Never by any chance will he take the female members of his family to the theatre, or in-dulge them with new dresses. It must be remembered that his income is no less than £150 a year, on which magnificent sum he is advised by several lady correspondents of our contemporary to marry at once. Of course the young man has a defense. His language, however, would almost require the aid of an interpreter, or say a waiter in a sporting tavern, to comprehend. He complains of the "tanpers" and "bobs" that from his position in society he is expected to lay out. Then the girls (ladies such as he knows, he means) are so like the "Girl of the Period" in the Saturday Review. We ourselves should not have suspected, if there was a color of truth in that famous caricature, that the original was to be found pursning clerks in warehouses; but we have been mistaken. She even reads the Daily Telegraph. When Sam or Tom varies the delights of the music-hall with the tamer joys of a picnic or a ball, it is this remarkable female who attracts him. So closely are the two brought together that, according to a sort of naturalist critic, there is a wonderful simi-larity of costume about them which even the exigencies of sex cannot conceal. "On the one hand, you have," writes this soute observer, "the invisible bonnet, the chignon of false or stained hair, the skirts olinging to the limbs, or gathered up in a bunch behind; in the other, the short hat with curled brim, the cutaway jacket open to the waist, the tight trousers made after the pattern of a groom's." How could such a pair as this, when the wardrobe is taken into calculation, marry on £150 per annum ? and how are the quiet ladies to compete with the miracle of cosmetic art and millinery skill ? We cannot venture to enumerate all the

reasons assigned for the extravagance and celibacy of the young man of the Telegraph, but there is one put prominently forward which strikes us as more or less novel. It comes of your journalists, writes a personage tubbing it under the inscription of Diogenes. They were content in Lamb's time to discuss Shakespeare and the musical glasses over a leg of mutton, with punch to follow; now ("if we believe them," sarcastically notes the cynic) they talk of wines and courses, and are forever grinning at honest people, their equals, who hire greengrocers to walt, or

son for playing on the Sabbath day, contrary to the Lord Mayor's orders, which were un-known to them. From his lodging in the Strand, this present Tuesday, 1581. 295. From the Lords of the Council to the

Lord Mayor, Recorder, and Aldermen, antho-rizing the exercise of Plays to be resumed, because of the Plague, on account of which they were forbidden (Letter 221), having ceased, and that the Players may be in readiness with convenient matters for the Queen's solace at Christmas, which they cannot be without their usual exercise therein. 18th November, 1581.

317. From the Lords of the Council to the Lord Mayor, for permitting Plays to be performed on Holidays after Evening Prayer, and for appointing some fit person who may consider and allow of such Plays only as be fit to yield honest recreation and no example of evil. 11th April, 1582.

From the Lord Mayor to the Lords of 319the Council, in reply to their letter (No. 317), for allowing Plays to be performed on Holidaya after Evening Prayer, with sundry reasons sgainst the same. 12th April, 1582. 359. From the Earl of Warwick to the Lord

Mayor and Aldermen, or Sheriffs, for license to be given to his servant, John David, to play his pieces in his science and profession of defense, at the Bull in Bishopsgate street. 1 st July, 1582.

383. From the Earl of Warwick to the Lord Mayor, expressing his surprise at the prohibition of playing prizes by his servant, and desiring that "more" favor may be shown him therein. 23d July, 1582.—(This letter is sub-scribed—"To my very loving frende the Lord Majore of London-from the Court.")

456. From the Lord Mayor to the Lord High Treasurer informing him of the further steps taken with respect to forming a Catalogue of Infected Houses, and also of an accident at Paris Gardens, where several persons were slain and others maimed by the falling of a scaffold on the Sabbath Day, and beseeching him to give order for redress of such abuses of that day and contempt of God's service. 18th January, 1582. 458 and 459. From the Lord Burghley to

the Lord Mayor (in reply to Nos. 456 and 457) containing further instructions for making public the Catalogue of Infected Houses, and also respecting the accident at Paris Garden, and the prohibition for the future of the pastimes used there on the Sabbath Day, and prevention of the importation of Grain. 15 January, 1582.

484. From the Lord Mayor to the Earl of Warwick, in reply, explaining the reasons for the prohibition. 24th July, 1582.

4:18. From the Lord Mayor to Mr. Young, a Justice of the Peace for an adjoining district, respecting prohibiting Plays intended to be performed on the 1st of May, on account of the danger of infection, etc. 27th April, 1583.

520. From the Lord Mayor to the Lords of the Council (in reply to No. 519), respecting the neglect of archery, and the increase of unlawful games and pastimes, to the injury and dishonor of the City, and their resolution to reform such abuses. 3d July, 1583. 538. From the Lord Mayor to Sir Francis

Walsingham, informing him of the care taken in the City for the stay of infection of the Flague, and of the evils attending the assemblies at Plays, Bear Baiting, etc., and requesting that like restraint may be enforced in places adjoining the City. 3d May, 1583. 553. From Sir Francis Walsingham to the

Lord Mayor, explaining the intentions of the Lords of the Council in granting a license to the Queen's Players. 1st December, 1583.

554. From the Lords of the Council to the Lord Mayor, respecting granting a license to the Qeen's Players. 26th November, 1583. 635. From the Lord Mayor and Aldermento

the Archbishop of Canterbury, representing the evils produced by the number of Players and Playing Houses within the city, and re-

RAILROAD LINES.

PEADING BAILROAD, -GREAT TRUNK IL LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYL-KILL. SUBQUEHANNA GUMBERLAND, AND WYOMING VALLEYS, FIRE NORTH, NORTHWEST, AND THE CANADAS.

ALT 30 A. M. for Beaching MODATION. hours:-

At 7:30 A. M. for Reading and all intermediate Statious and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphis at 9:25 P. M.

MORNING EX PRISS. At \$15 A. M. for R. adlag, Lebanon, Harrisburg, Pottaville Pine Grove, Famaqua, Sunbury, Williams port, Emira, Kochester, Niagara Falls, Buffaso, Wilkessarre, Pittston, York, Carlisle, Chambersburg.

Wilkesbarre, Pittiton, York, Carilale, Chambersburg, Hagerstown, etc. The 7.80 A. M. train connects at READING with East Pennsylvisila Bailroad trains for Altentown etc., and the 816 A. M. train connects with the Lesanon Valley train for Harrisburg, etc.; at FORT CLIATON with Catawinas Ratiroad trains for Wil-iamsbort, Lock Faven, Elmira etc.; at HARRIS-BURG with Northern Central, Cumberland Valley, and Schuylkil and Susquehanna trains for North-umberland, Williamsport, York, Chambersburg Pinegrove, etc.

A "TERNOON EXPRESS, Leaves Philadeuphis at 3 50 P. M. for Reading. Pottsville, Earrisburg, etc., connecting with Reading and Commbin Rairroad trains for Commbin, etc.

and Bristol. And at 10:15 A M for Bristol. At 7:30 and 11 A. M. 230, and 5 P. M. for Morrisville and Tulytown. At 7:30 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 well's. Terresolate. Holmssburg. Tacony, Wissino-ming. Briossourg, and Franktord, and at 8 P. M. for Holmesburg and in ernediate Stations, FROM WEST 2 HILADELPHIA DEFOT. Via Connecting Raiway. At 2:45 A. M. 12:5, 4, 530, and 12 F. M. New York Ex-press Lines, Via Jersey City; Fare, 82 55 At 11:80 P. M. Emigrant Linet Fare, 82 At 2:46 A. M., 12:0, 4 5:30 and 12 P. M. for Trenton. At 2:46 A. M., 12:0, 4 5:30 and 12 P. M. for Trenton. At 2:46 A. M., 8:30 and 12 P. M. for Bristol. At 1:2 P. M. (Night), for Morrisville. Tullytown, Schenck's, Eddingioa,Cornweil's. Torrescale, Hoimes-burg, Tacony, Wissinoming, Bridesburg, and Frank-ford. POTTSTOWN ACCOMMODATION. Leaves Pottatown at 645 A. M., s.opping at inter-mediate stations: arrives in Polladeiphia at 910 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottatown at 615 P. M.

Potescown at 615 P. M. READING ACCOMMODATION. Leaves Reading at 730 A M., stopping at all way stations; arrives in Philadelphia at 1020 A. M. Returning, leaves Philadelphia at 1020 A. M. Trains for Philadelphia leave Harrisburg at 810 A M., and Pottsville at 848 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 6630 P. M., arriving in Philadelphia at 925 P. M. Marset train, with a passenger car attached, leaves Philadelphia at 1230 noon, for Pottaville and all way stations; leaves Pottaville at 730 A. M. for Philadel-phia and all way stations. All the above trains run daily, Sundays 6X-cepted. Handay trains leave Pottsville at 8 A. M., and

BELVIDENE DELAWARE RAILBOAD LINES, FROM ERNSINGTON DEPOT. At 730 A. M. for Nisgars Fells, Buffalo, Dunkirk, Elmira, Ithaca, Owego, koofester, Einghamion, Os-soranton, Stroudsburg, Water Gap, Schooley's Moun tain, etc. At 7:30 A. M. and 3:30 P. M. for Beividere, Easton, Lambertville, Fiemington, etc. The 3'30 P. M. Line connects direct with the Train leaving Fastor for Mauch Chunk, Aligotown, Bethlellen, etc. At 3 P. M. for Lambertville and intermediate Sta-itons.

cepted. Bonday trains leave Pottisville at 8 A. M., and Philadelphis at 815 P. M. Leaves Philadelphis for Reading at 5 A. M. Heturning from Reading at 125 P. M.

CHESTER VALLEY BAILBOAD.

At o F. M. for LEINDERVING and Intermodiate Sta-tions. CAM DEN AND BURLINGTON COUNTY JAND PER SERTON AND HIGHTSTOWN RAIL-hOADS. FROM MARKET STREET FERRY. (Upper Side.) Al 7 and 10 A. M., 150, 5 30, and 5 50 F. M., for Mer-chantsving, Moorestown, Hartford, Masonville, Hainsport, Houst Hony, omithville, Ewansville Vincontows, Elimitognam, and Pemberton. At 7 A. M., 130 and 330 P. M., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 16 WILLIAM H. GATZMER, Agent, Pressengers for Downlegtown and intermediate points is ke the 730 A. M., 1230, and 4 P. M. trains rom rhisdlephia. Heturning from Downlingtown at 630 A. M., 1245 and 5 15 P. M.

PERKIOMEN RAILROAD, Passengers for Skippack take 739 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at \$10 A. M. and 12 45 P. M. Siage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

Confegevine and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reacing at 1 05 A. M., and 1 30 and 10 19 P. M., and connecting at Harris urg with Pennsylvania and Northern Contral Hailroad Express trainefor Pittsburg, Chicago, Williamsport, Elmira, Balu-more, etc.

more, etc., Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 500 and 550 A. M., and 10 50 P. M., passing Reading at 544 and 731 A. M., and 1250 P. M., and arriving at New York at 11 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 P. M. Beleping Cars accompany these trains through between Jersey City and Putsburg without change. A Mail Train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottaville at 6 38 and 11:00 A. M. and 6:4 P. M. returning from Tamaqua at 8:35 A. M., and 2:15 and 4.85 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:30 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. Excutation Tickets from Philadelphia to Reading. Bad intermediate stations, good for one day only. Reading and Pointing Accommodation Market Train, Reading and Pointing Accommodation Trains, at reduced tates.

Traduced rates. Excursion Tickets to Philadelphia, good for one Excursion Tickets to Philadelphia, good for one day only, are sold at Escaling and Intermediate sta-tions by Reading and Poilstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the The following tickets are obtainable only at the the following tickets are obtainable only at the the following tickets are obtainable only at the

RAILROAD LINES. 1868 -FOR NEW YORK.-THE CAMDEN

PHILADELPHIA, GEEMANTOWN, AND NORRISTOWN BAILROAD,

TIVE 2 ABLE. FOR GERMANTOWN. Leave Philederinia at c. 7, 5, 905, 10 H, 12 A. M., 1, 2, 3, 16, 54, 64, 67, 7, 8, 9, 10, 11, 12 A. Leave Girmantown at 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 55, 6, 95, 7, 8, 9, 10 H P. M. The 8, 20 down train, and 35, and 65, up trains, will not stop on the Germanicown Branch.

RAILROAD LINES.

1868. -FOR NEW YORK. -THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.
YROM WAINUT STREET WHARS.
A 6:30 A. W. VIE CAMDEN END STREET WHARS.
A 6:30 A. W. VIE CAMDEN END STREET WHARS.
A 6:30 A. W. VIE CAMDEN END STREET WHARS.
A 6:30 A. M. VIE CAMDEN END STREET WHARS.
A 6:30 A. M. VIE CAMDEN END STREET WHARS.
A 6:30 A. M. VIE CAMDEN END STREET WHARS.
A 6:30 AND STREET STREET STREET.
A 6:30 AND STREET STREET STREET STREET.
A 6:30 AND STREET STREET STREET STREET.
A 6:30 AND STREET ST

ON SUNDAYS. Leave Philadelphia at 913 4. M., 2.7. and 10% P. Leave Germanicovo at 8 15 A. M., 1. 6. and 9% P.

the state of the state of the

CHEETNUT HILL RALLEDAD. Leave Philadelphia & 6, 8, 16, 13 A. M., 2, 83, 6%, 7, 9, and 11 F. M. Leave Chestaut Hill & 7:10, 8 5:30, 11:40 A. M., 1:40, 5:40, 5:40, 5:40, 5:40, and 10:40 F. M.

ON BU., DA YS. Leave Philadelphia at 9 15 A., 2 and 7 P. M. Leave Chistant Hill at 700 J. M., 1240, 540, and 9 20 P. M.

FOR CONSHCHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 75, 5, and 1105 A. M., 156, 55, 55, 65, 550 and 115, 7, 76, 9, and 11 A. M., 156, Leave Norristown at 556, 7, 756, 9, and 11 A. M., 156, 455, 65, and 85, P. M.

ON SUNDAYS. Leave Philadelphia at 9 & M. 255 and 7% P. M. Leave Norristown 547 A M. 355 and 9 P. M.

FOR MANAYUNK, Leave Philadelphia at 6, 75, 9, and 11*05 A. M.; 1%, 5, 4%, 5% 6%, 5 (6, and 11% P. M. Leave Manayunk at 6 (0, 7%, 8 20 9%, and 11% A. M. 2, 5%, 5, 6%, and 9 P. M.

ON BUNDAYS. Leave Philadelphis at 9 A. M. 125 and 75 P. M. Leave Ennsynth at 75 A. M. 6 and 95 P. M. W. S. WILSON, General Superintencent. Debot. Ninth and Green Streets

GOVERNMENT SALES.

Durg, Tacony, Wissinoming, Bridesburg, and Frank-ford. The 945 A. M., 630 and 12 P M. Lines will run daily. All others, Sundays excepted. For Lines leaving K casington depot take the cars on Third or Fifth stream, at Cosanut, 30 minutes before doparture. The cars of Markot Street Eali way run direct to West Philadelphila Depot, Chesnut and Walnot within one square, On Sundays the Markot Street cars will run to connect with the 945 A. M. 638 and 12 P. M. Lines. BELLYIDERE DELAWARE RAILROAD LINES, FOM KENSINSTON DEPOT. G OVERNMENT BALE

Will be sold at Public Auction, by H. B. SMITHSON, Auctioneer at Allegheny Arsenal, Pittsburg, Pa., commencing at 10 o'clock A. M., Wednesday, Marcu 24, 1859, the following articlos, VIZ.1

- 105, viz.:—
 28 Cast Iron Cannon.
 16 394 Solid Shot (round).
 2.829 Blands of Grape and Carcasses.
 3.827 Carbines, new, repaired, rusty, olc.
 3.127 U. S. Rifles, Cal. 54 and 58, repaired,
- rusty, etc. 4.377 Enfield Muskets, repaired.

- 4.319 Foreign Mushels and Rifles, rusty, etc.
 3.150 U. S. Moskets, Col. 69, rusty, etc.
 2.279 Pistols and Revolvers, new, repaired,
- and rusty. 4,000 Sets of Infantry Accoutrements (old).

\$3,182 Pounds of Cannon, Musket, and Rifle Powder. 190,000 Pistol Cartridges (Lefaucheux & Wes-

DENMSYLVANIA GENTRAL BAILROAD

10,000 Fistor Cartridges (Denuclicut & Wes-son's).
 1,300,000 Maynard's and Sharp's Primers. 6,282 Musket Bayonets.
 130,000 Pounds of Scrap Iron, Cast and Wrought.
 A lot of Appendages and parts of Muskets.
 A lot of Tools for Blacksmiths, Carpenters, or set

ore, etc.

A lot of Packing Boxes, etc. Catalogues of the above can be obtained on

PENNSYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFECT NOV, 22, 1868. The trains of the Pennsylvania Central Bailroad leave the Depot. at THIRTY-FIRST and MARKAT Street, which is reached directly by, the MARKAT Street cars, the last car connecting with escartrain leaving Front and Market streets Linity infinites be-fore its departure. The Chesnut and Walont Biresia cars run within one square of the Depot. Bireeting Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut atreets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot, Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive Alention. application to the understaned. Purchasers will be required to remove the property within ten days after the sale. Terms-Cash.

| the Contract and the Contract of the Contract | R. H. K. WHITELEY, |
|---|---|
| 222 mw6t | Byl. Brig. Geo. U. S. 2 |
| | 1.7. T. LIT. M. T. AND T. N. T. |

DUBLIC SALE OF CONDEMNED ORD-nance Stores. A have quantity of Condemned Ordnance and Ord-nance Stores. Multiple of the other of the sale as Public Auc-tion, at BOCK ISLAND ARSENAL, Hillinols, on WEDNESDAY, April 7, 1869, at 10 o'clock A. M. The following comprises some of the principal arti-cles to be 8 id. Viz :-28 from Cannon, various calibres, 1100 Field Carriagra and Linhors, 150 sets of a rillery Barbess, 160 sets of a rillery Barbess, 160 sets of a rillery Barbess, 2200 McCleling Saddles, 2000 Halters, 700 Saddle Biankets, 700 Saddle Biankets, 500 Saddle Biankets,

WASHINGTON Bireeta,

Steam Trains, Defecators, Filters, Comping, Em-gines, etc. Bole Agenta for N. Bullenx's Pasent Sugar Boling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Pstent Contributed Engar Draining Machines.

PATENTS.

OFFICE FOR PROCUMME PATENTS.

FORREST BUILDINGS,

No. 119 South FOURTH St., Philadelphia,

AND MARBLE BUILDINGS.

No. 460 EXVENTE BUTCHINGS, No. 460 EXVENTE Street, apposite U. S. Patent Office, Washington, D. C. H. HOWFON, Soliditor of Patenta, C. HOWFON, Soliditor of Patenta, C. HOWSON, Atternet at Law. Communications to be addressed to the Princip Office, Philadelphia, 129 1m⁴

PATENTS.-WIEBERSHEIM & CO., EOLICITORS OF PATENTS. 400 CHEENUT STREET, PHILADELPHIA. 405 7 FH STREEF, WASHINGTON, D.C. 216 1m

ROOFING.

for Farmers, Rallway Companies,

or Country Seats.

PHILIP S. JUSTICE,

PHILADELPHIA.

No. 14 North FIFTH Street,

Samples seen at the office of

2000 Halters. 700 Saddle Blankets. 700 Saddle Blankets. 2400 Cavalry Carb Bridles. 2200 Antillery Traces and Hamss. Can obtain them by application to the Onter of Ord-nance, at Washington, D. d. or Brevet Oolbael S. ORISFIN, United States Army, Parchasing Officer Corner of HOUSTON and GREEN Streets, New York Course of HOUSTON and GREEN Streets, New York

Conter of HOUSTON and GRUEN Streats, New Yor city, crupon application at the streats, New Yor T. J. RODMAN, Licutensht Colonel Ordnance, Brevet Brigaster-General U.S.A., Commanduog, Rock 15 and Arsensi, January 25, 1569, 180 ta7

ENGINES, MACHINERY, ETC, BUPERIOR

AUCTION SALES

M. THOMAS & BONS, NOS. 139 AND 144

MA. 6. FOURTH STREAT,
 Eale at Nos 130 and 141 South Fourt's streat.
 EXTENSIVE SALE OF ELEGANT CABINER FURNITURE,
 TO CLOSE A PARTNERSHIP ACCOUNT.
 On Fridey Morolug.
 Feb. 26 at 16 o'clock, will be so.d. at public sale, in our large second-story warer coms, without reserve, by calification, and and calification of the second story warer coms, without reserve, walk of the second story warer coms, without reserve, to a frider Morolug.
 Feb. 26 at 16 o'clock, will be so.d. at public sale, in our large second-story warer coms, without reserve, by calification, a large and exclusive setortment of Elesant Cabinet Furniture. Including rosewood, walk and the set at store scoverings and warb et all made by the celebrated manufacturers, George J. Honkeis and Lack & O. and comprising a choice selection; warranted in every respect well worthy the attention of persons furnishing.
 May be examined three days previous to sale, with catalogues.

NOTICE-ELEGANT FURNITURE The stock of event furniture manufactured by George J. Henkels, Lacy & Co. to be not as the au-tion rooms on Friday next, is now airanged for ex-8 22 44 amination.

SCOTTS ART GALLERY, NO. 1020 CHESNUT

MPORTANT SPECIAL SALE OF HIGHERT CLASS MODERN PAINTINGS. THE PHIVATE COLLECTION OF C. W. F. CALVERT, ESQ., No. 1017 N. BROAD STREET.
 B SCOU, Jr., is instructed by Mr C. W. F. Calvert to an nounce for public sale his satire private collec-tion of highest class modern baintings, previous to his departure for surpr., The sale will take place at Scott's Art Callery. No. 10320 Cheman Street, On Trursday Evening, Feb. 95 at 75 colock.

| Feb. 25. at 75; 0 Among the art | ists represented are | Von Seben |
|-------------------------------------|-----------------------------|----------------|
| Nordenberg, | | |
| re Heuvel, | Vander Waarden | F. Mustn, |
| Carl Boker, | J Krussman. | Von Severnd- |
| H. FAVIT. | J Welschelbrinck | buck, |
| Hu)ck. | Charles Leickert, | Jacobsen. |
| Vauderbin, | Thomas Solly, | J. F. Herring, |
| | E. D. Lewis, | Litschauer, |
| Verwee, | | |
| bordermann, | G. W. Nicholson, | Rabbank . |
| Etroebel, | | M.A. Kockkock, |
| De Mulda, | Jomes Hamilton. | |
| Ruyten. | Boufield, | H. Werner, |
| W. Kockkock, | Laurent de Benl, | W. Angus, |
| in a second second | And others. | 1 |
| Hard Son, success I.F. Darrah Terr. | wells have a firm house and | ALC BALL |

Sale positively without the least reserve, Open for inspection on Monday. 2 20 5t

BUNTING, DURBOROW & CO., AUCTIONS of EARS, Nos. 232 and 254 MARKET Street, corner of Eark street. Sudcessors to John B. Myers & Co. LARGE EALE OF CARPETINGS, OIL CLOTHS

EACH EACH OF CALL FIG., OIL CLOTHS ETC. ETC. OD Friday Morning, Feb. 24 at 11 o'clock, on four months' credit, about 200 pieces of lugrain, Venetian list, hemp, cottage and reg carpelings, floor oil cloths, etc. 2 20 55

LARGE SALK OF FRENCH AND OTHER EURO-FEAN DRY GOODS ETC. On Monday Morning, March 1, at 10 o'clock, on four months' credit. [22446

SAFE OF 2000 CASES BOOTS, SHOES, TRA-VELLING BAGS, ETC. On Tuesday Morning. March 2, at 180 clock, on four months' credit, [22465

THOMAS EIRCH & SON, AUCTIONEER AND COMMISSION MERCHANTS, No. 111 CHESNUT Street: rear entrance No. 1107 Eanson gt

CHEENUT Street; rear entrance No. 1107 Sancor git Fale No. 1110 Cheenut street. FANDSOME HOUSEHOLD FURNITURE, ROSE, WOOD FIANO FORIES, VELVET AND BRUS-SEIB CARPETS FRENCH FLATE MANTEL, MIRRORS CHINA, GLASSWARE, PICTURES, SIOVES, EIC. On Friday Morning. A19 o'c'ock, at the auction store, No. 1110 Cheenut Street, will be sold, a large assoriment of Superior New and Second-hand Fursiture, comprising—Parlor New and Second-hand Fursiture, comprising—Parlor New and Second-hand Fursiture, comprising—Parlor new and Second-hand Fursiture, ops. and hair concer-ing inbrary suits in plush, 'ops. and hair concer-ents finished in cill and varnish, with wardrobes to match; large and small book cases; office tables and det ka; several large mantel and pler glasses; rose-wood plano; vevet. Brussels, and ingrain carpois; beds and bedding; china and glassware; stoves and kitchen furpiture, etc. etc. SILVE&FLATED WARE,-Also, an invoice of superior plated-ware.

BECOND-HAND FURNITURE AND WATCHES,

BECOND-HAND FURNITURE AND WATCHES, by order of Administration.—Also, a lot of Second-hand Furniture and 20 Watches, GLADIOLI FLOWER RJOTS.—Also, at I o'olock, will be soid one case of assorted Gladioli flower rolts from Holland. 224 2t

MARTIN BROTHERS, AUCTIONEERS,-

1 (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

VERY SUPERIOR HOUSEHOLD FURNITURE, FINE BRUSSELS CARPETS, ETJ.

FINE BRUSSELS CARPETS, ETJ. 26th inst. at 10 o'clock, at No. 241 S Fifth street, the househo'd jurniture, including 3 suits handsome wahut chamber forniture, superior wahut diafog-rocm jurniture, wainut sideb.ard, cottage chamber furniture, he Brussels carpets oil cloth, ingrain carpets, sittchen furniture, utors is, etc. May be seen early on morning of sale. [223 34

Sale at No. 1841 Chesnut street.

FUSNITURE ELM.

drive in broughams taken from the livery stables. The serious puzzle is the certainty with

which it is stated that an annual income of £150 is enough for a gentleman to marry upon. We had a great bother about this question before, but if we remember rightly it was never quite determined for what order of man the minimum standard was set up. Accord-ing to his confessions in the Telegraph, he cannot write without exhibiting a sodden vulgarity, he neglects his business, and he is little better than the Tittlebat Titmonse whom we had thought had altogether disappeared from fiction-not to say from real life. Is he the Young Man of the Day? Does he really represent the majority of the young men of London who claim to be gentlemen? You go through the hundreds of city offices, or where civil service clerks are employed, and every man is a Tom or Sam "wearing the new hybrid crawat, hali silk and half sable, with horsehoe pin, vest of sealskin and velvet coat, awfully spiff!" And this revolting creature is the Young Man of the Day ! It is a mere vulgar libel. The clerks in banks and our city houses would lose their situations if they were like Sam, but they are not. Nor are their evenings spent as They do go to theatres with their mothers and sisters or with their friends' mothers and sisters, and they are neither habitue's of musichalls, patrons of 'bus drivers, nor casino hunters. They rise in life with manners acquired in an entirely different career. Marriage is a difficulty with many of them, but it is a difficulty with compensatory advantages. If they want to marry they work harder, and reduce their expenses, but they would as soon think of writing for a wife to the editor of the London Journal as adopt the mode of existence portrayed in the columns of the Telegraph. Taking the bulk of the correspondence in our contemporary to be genuine, we should hesitate to decide whether Sam, or his parents, or his employers, or the young women who express concern about him, are the more pitiable idiots.

Plays and Players.

Among the valuable papers in the city to which Mr. Orridge is wisely directing attention, are numerous letters from the Lord Mayor of London to the Council, on matters connected with the stage, which will be new even to such students as Mr. Collier and Mr. Halliwell. The following abstracts, for which are indebted to Mr. Orridge, will suggest the variety of interest:-

Letter 9. Trom the Lord Mayor to the Lord Chancellor, respecting a disorder at the Theatre on Sunday, and the wickedness and im-plety occasioned by Plays and Players. 12th April, 1580.

40. From the Lord Mayor to the Lord Treasnrer, respecting the means of preventing infection in the city and averting the wrath of God, by putting down infamous Houses, Plays, etc., and restraining buildings. 17th June, 1580.

41. Particulars of matters necessary to be redressed, but which the Lord Mayor hath not power to enforce (referred to in above letter).

221. From the Lords of the Council to the Lord Mayor and Justices of the Peace in the County of Middlesex and Liberties adjoining the City, for the suppression of Plays and all great assemblages of people until the end of Soptember, for preventing the spread of the Plague and other contagious diseases. 10th July, 1581.

224. From Henry Berkley to the Lord Mayor, respecting some of his men committed to pri-

uesting his favor and help for the reforming and banishing the same. 25th February, 1591

646. From the Lord Mayor to the Archbishop of Canterbury, thanking him for the assistance, etc., afforded by him respecting the suppression of Plays, etc., agreeably to the request made in a former Letter (No. 635). 6th March, 1591.

662. From the Lord Mayor to the Lord High Treasurer, informing him of the tumult and disorder in Southwark, the occasion thereof, and what had been done in consquence. 30th May, 1592.

Here is an unworked mine of dramatic history in the days when Shakespeare was in London,-London Athenoum.

ST. DOMINGO.

A Brief Description of the Island.

In view of the earnest effort being made to ecure the annexation of this island to the United States, a brief description of it may not be uninteresting.

San Domingo lies between the eighteenth and twentieth parallels of north latitude, and ex-tends from near the third to near the ninth parallel of longitude cast from Washington, and is about midway between the islands of Cuba and Porto Rico. The surface of the island much broken and diversified. It has good harbors, a fertile soil, produces tobacco, sugar, naroors, a tertile son, produces tobacco, sugar, coffee, cocoa, cottou, etc., and has valuable forests, embracing mahogany, oak, lignumvite, dyewoods, etc. Its mineral wealth is great, there being, besides coal, gold, and silver, some of the richest copper mines in the world, and rock salt in enormous quantities. The existing republic was established in 1845 and embraces only a part of established in 1845, and embraces only a part of the island, the rest of the island being known by the aboriginal name of Hayti. The island as discovered by Columbus in 1493, and at Isabella, on the north shore, was founded the first Spanish colony in the New World. S¹, Domingo was settled in 1496. In 1697 the Spaniards ceded the western portion of the island in full to France, which soon became the nost valuable of all the possessions of that ountry in the west, and towards the end of the ighteenth century supplied Europe with onehalf the sugar consumed by its reople, while, in the meantime, the eastern or Spanish portion of

the island made little progress. By a treaty made between Spain and France a 1796, the whole island became the property of the latter. After the Haytiens established their independence the island was divided among several chieftains, and the eastern part was repossessed by Spain, but in 1821 threw off the Spanish authority and declared liself inde-pendent, Boyer, the Haytien President, invaded t soon afterward, and in 1822 united the whole island under his government. In 1844 the inhabitants rose against the Haytiens, overpowered them, and formed themselves again into an independent State, under the title of the Dominican Republic. Since that period it has successfully resisted every effort of Hayti to reduce it to sub ection.

The exports of the whole island for the year 1789 were valued at \$27,828,000, consisting principally of sugar, coffee, and cotton. The annual value of exports is not now supposed to exceed five or six millions. The export of to exceed use or six minutes. The export of cotton is about a tenth of that of 1780; that of coffee scarcely exceeds a third, and sugar is no longer exported. Both St. Domingo and Hayti have been the prey of political convulsions and civil war from the hour of their indepen-dence. The normalization of St. Domingo is about dence. The population of St. Domingo is about 150,000-a mixture of all races, spread over a territory of more than 20 000 square miles, without roals or postal facilities.

-A New Bedford ship's catch of bone, on her last voyage, amounted to 86,000 pounds, whose sale fetched the handsome sum of \$106,000. Years ago whalebone was hardly considered worth lumbering up a ship with.

Street, Philadelphia, er of G. A. Nicholis, General Superintendent, Reading, COMMUTATION TICKETS. At 25 per cent, discount, between may points de-sired, for families and firms,

MILEAGE TICKETS. Good for 2000 mines, between all points, at \$52'59 each for immilies and linus.

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

CLERGYMEN Residing on the line of the road will be furnished with cares entiting themselves and wives to tickets at half fare.

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

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

FREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 1230 noon, 3 and 6 P. M., for Reading, Leoanon, Harrisburg, Pottayitie, Port Clinton, and all points beyond, MAILS Close at the Philadelphila Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P M.

BAGGAGE. Dungan's Express will collect buggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 B Fourth street, or at the Depot. Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA BAILROAD, For BETHLEHEM, DOYLESTOWN, MAUCH CHUNE, EASTON, WILLIAMSPORT, WILKES-BAREE, MAHANOY UITY, MOUNT CARMEL, PITTSTON, TUNEHANNOCK, AND SCRANTON. WINTER ARRANGEMENTS. PASSenger Trains leave the Depot, conner of BERKH and AMERICAN Streets, daily (Sundays excepted), sa follows:-

At 745 A M. (Express for Bethlehem, Allentown, At 745 A M. (Express for Bethlehem, Allentown, Mauch Chima, Hazieton, Williamsport, Wilkesbarre, Matanocy City, Pitston, and Tunkhannock. 945 A. M. (Express) for Bethlehem, Easton, Allen-tows, Mauch Ununk, Wilkesbarre, Pitston, and

Scranton, D. M. (Express) for Bethlehem, Mauch At 145 P. M. (Express) for Bethlehem, Mauch Chulk, Wilkesbarre, Pittaton, and Scranton. At 500 F. M. for Bethlehem, Easton, Allentown and Mauch Chunk. For Doylestown at 345 A. M., 245 and 415 P. M. For Fort Washington at 1045 A. M. and 1130 P. M. For Lansdale at 022 F. M. Futh and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Denot.

Depot TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 910 A. M., 2'10, 5'25, and 8'20

From Bethlehem at 910 A. M., 455 and 7 P. M. From Doylestown at 8555 A. M., 4555 and 7 P. M. From Lansdale at 750 A. M. From Fort Washington at 10 45 A. M. and 350 P. M. While the state of the sta

W EST CHESTER AND PHILADELPHIA ChallROAD,-WINTER ARRANGEMENT; -On and atter MONDAY, October 5, 1856, Trains will leave as follows:-Teave Philsdelphia from the Depot, THIRTY-FIRST and OH EGN UT Streets, 745 A. M., 11A. M., 2 50 P. M., 415 P. M., 456 P. M., 416 and 1130 P. M. Leave West Chester for Philsdelphia, from Deport on Etast Market street at 625 A. M., 745 A. M., 800 A. M., 1045 A. M., 755 P. M., 450 P. M., and 656 P. M. Trains leave West Chester at 800 A. M., and leav-ing Philsdelphia at 456 P. M., will stop at B. C. Junc-tion and Media only. Passengers to or from station between West Chester and E. O. Junction, going Etast, will take train leaving West Chester at 745 A. M., and going West will take the train leaving Philsdelphia at 460 P. M., and transfer at B. C. Junction. The prod in Philsdelphia is reached directly by

Junction. The Depot in Philadelphia is reached directly the Chesnut and Walnut Street cars. These of Market Street line run within one square. cars of both lines connect with each train upon eveloal.

Cars of both Intervention of SUNDAYS, arrival ON SUNDAYS, Leave Philadelphia at 8 30 A. M. and 200 P. M. Leave West Chester at 7 35 A. M. and 4 400 P. M. Trains leaving Philadelphia at 7 45 A. M. and 4 750 P. M., and leaving West Chester at 8 50 A. M. and 4 750 P. M., connect at B. O Junction with Trains on P. & B. O. R. R. for Oxford and Intermediate points. 4 108 HENRY WOOD, General Sup's.

TRAINS LEAVE DEPUT. VIZ:-

Philadelphia Experies roles for Train roles daily, ex-daily, except Sunday. The Western Accommodation Train roles daily, ex-cept Sunday. For this train tickets must be pro-oured and baggage delivered by 500 F. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT. VIZ.:--310 A. M.

TRAINS ARM 7 2000 310 A. M. 310 A. M. 310 A. M. 910 A. M

JOHN VANLEER, Jr. Ticket Agens, No, 90 CHESN UT Street. BRANCIE FUNK, Ticket Agent, No, 16 MARKET Street, BAMUEL H. WALLACE, The Pennsylvania Railroad Company will not es-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amouns in value will be at the risk of the owner, unless taken by special contract. ED WARD H. WILLIAMS, 422 General Superintendent Altoons, Fa. 1

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TABLE.-Commencing MONDAY, November 23, 1868.-Trains will leave Depot corner Broad street and Washing-ton avenue, as different Broad street and Washing-

eed. The subscribers have ample wharf-dock room for repairs of bosts, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc for raising heavy or light would a LACOB C. NEAFIE, JOHN F. LEVY, BEACF and PALMER Stream.

Winnington, Leave Philadelphia at 11'00 A. M., 230, 5'00, and 7'00 P. M. The 5'00 P. M. Train connects with Dela-ware Rainroad for Harrington and intermediate

ware Railroad for Harrington and Intermediate stations. Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15 and Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15 and 7:00 F. M. The 5:10 A. M. Train will not stop between Conster and Philadelphia. The 7:00 F. M. Train from Wilmington runs daily: all other Accommodation Wilmington runs daily: all other Accommodation Trains sundays excepted. From Baitimore to Philadelphia.-Leave Baltimore From Baitimore to Philadelphia.-Leave Baltimore Brow Baitimore to Philadelphia.-Leave Baltimore Express. 7:20 F. M., Express. Express. 7:20 F. M., Express. BUNDAY TRAIN FROM BALTIMORE. Leaves Baitimore at 7:20 F. M., stopping at Mag-nolia. Perryman's, Aberdeen, Havre de Grace, Perry-nolia, Perryman's, Minington, Claymont, Linwook, Stanton, Newport, Wilmington, Claymont, Linwook,

PHILADELPHIA AND ERIE RAILROAD. PHILADELTHIA BAD EATE RAILROAD,-WINTER TIME TABLE-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL-UANIA.

AND THE GREAT OIL REGION OF FEMNSYL-VANIA. Elegant Sleeping Cars on all Night Trains, Elegant Sleeping Cars on all Night Trains, On and alter MiONDAY, November 23, 1888, the On and alter Philadelphis and Erie Hailroad will run as follows:- westwards, Westwards, 1045 P

R E A D Y R O O F I N G.-It can be applied to STREP OR FLAT ROOFS at one-half the expense of tim. It is readily put on old Shingle Roofs without re-moving the shingles, thus avoiding the damag-ing of cellings and furniture while undergoing repairs. (No gravel used.) arrives at Lockhaven..... 745 P. M. PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT. I am always prepared to Ropair and Paint Roofs at short notice. Also, **PAINT FOR SALE** by the barrel or gallon, the best and cheapest in the market. 2172 No. 711 N. NINTH SL, above Coates.

WEST JERSEY RAILROADS.-FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). 8-15

Iona . M

R HOUSEHOLD ROSEWOOD CI ENGINES, MARCHARENT, ETC.

SUPERIOR HOUSEHOLD FURNITURE ELE-GANT ROSEWOOD CHICKERING FIANO. BOOKCASE, COTTAGE SUITS, FINE BRU2-SELS AND OTHER CARPETS, FIC. On Saturday Morning. Feb. 37. at 10 o'clock, at No. 1844 Chesnut street, by catalogue, the entire household furniture. Includ-ing elegant rosewood plano-forte by Chickering, superior wainut secretary and bookcase, collage chamber suits mattreases, bedding, fise Brunels and ingrain estpeis, oli cloth, china and glass, kitchen utenslis etc. May be examined on the merning of sale at s o'clock. [2 23 44]

CLARK & EVANS, AUCTIONEERS, NO. 680 CHESN OT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Biankeis, Bed Spreads, Dry Gooda, Cloths, Cassimeres, Hoslery, Stationery, Table and Pocket Cutlery, Notions, 64C. City and country merchanis will find bargains. Terms cash. Terms cash. Goods packed free of charge 9 55 C. D. MCCLEES & CO., AUCTIONEERS, No 506 MARKET Street. SALE OF 1000 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Monday Morping, March 1, st 10 o'clock. Also, a large line city made goods. N. E.-Sales Mondays and Thursdays of overy N. E.-Sales Mondays and Thursdays 01 overy 2 25 11 L IPPINCOTT, SON & CO., AUCTIONEERS ASERURST BUILDING, No. 240 MARKET 64, KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. [12] LUMBER, SPRUCE JOIST BPAUCE JOIST. 1869 1869HEMLOCK. 1869 SEASONED CLEAR PINE. CHOILE PATTERN PINE. SFANISH CEDAR, FOR PATTERNS. BED CEDAR. 1869 FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK. 186918691869 WALNUT BDS AND PLANE: 1869 WALNUT BDS AND PLANE: 1869 WALNUT BOARDS. 1869 UNDERTAKERS LUMBER. 1869 UNDERTAKERS LUMBER. 1869 RED ORDAR. WALNUT AND PINE. SEASONED CHERRY. 1869 1869WHITE OAK PLANK AND BOARDS. HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' EFANISH CEDAR BOX BOARDS, FOR BALLE LOW. 1869CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1869 1869

CEDAR SHINGLES, 1869 CYPRESS SHINGLES, 1869 MAULE, BROTHER & 00. No. 2000 BOUTH Street. 1869110

C C B R S X C H A N G R BAG MANUFACTORY. J C H N T. BA I LE Y. N. E. COTHER OF MARKET and WATER Streets: Philadeiphia DEALERS IN BAGS AND BAGGING OF every description, for Grain, Fionr, Sait, Super-Phosphate of Lime, Bons Large and amail GUNNY FAGS constantly on hand 1802 MODIL BACKE

GALVANIZED CABLE FENCING. The Cheapest and most Enduring Fence

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS. No. 28 NORTH WHARVES NO. 27 NORTH WATER STREET, PHILADELPHIA. 11 AVAXANDES G. OATTELS. 11

| 7 10 | a constant and the state of the coppet a cars p |
|---------|--|
| ving | Commencing WEDNESDAY, September 16, TRAINS LEAVE AS FOLLOWS. |
| 3. C. | TRAINS LEAVE AS FOLLOWS. |
| | For Cape May and stations below Millville, |
| v by | P. M. |
| the | For Millville, Vineland, and intermediate stati |
| The | 8'15 A. M., 8'15 P. M. |
| n its | For Bridgeton, Balem, and way stations 815 A. |
| 14 1948 | and gron P M |
| | For Woodbury at 8'15 A. M., 2'15, 3'50, and 6'00 P. |
| | Freight train leaves Camden daily at 11 o'cl |
| | "Lister the rest of the rest of the rest of the rest |
| | BOOR. |
| d 4*60 | Freight received at second covered whasfall |
| d 4*50 | Walnut street, daily, |

Freight Delivered No. 228 South Delawareavan WILLIAM J. SEWELL

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON SUCCES. man's, Edgewood, Magnolla, Chase's, and Stelland & Run. Night Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Ekton, North-East, Perryville, and Havre de Grace. Passengers for Fortress Monroe and Nortolk will take the L2'00 M. train. WILMINGTON TRAINS. Btopping at all Stations between Philadelphia and Wilmington. Der in Anderson Anterese, PERIADELPEIA, MERRICK & SONN, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, Hiver, and Marine Service. Bollers, Gasometers, Tanka, Iron Boats, etc. Cassings of all kinds, etc. Iron Frame Room for Gas Work, Workshops, and Eallroad Stations, etc. Reforts and Gas Machinery, or the lassest and most improved construction. Every description of Plantation Machinery, also Bogar, Eaw, and Grist Mills, Vacuum Pans, Gil Steam Trains, Defecators, Filters, Fumping, En-

Stanton, Newport, while points West, Bouth, and and Chester. Through tickets to all points West, Bouth, and Southwest may be precured at ticket office, No, sis Southwest may be precured at licket, where also State Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Sieeping Cars can be state Rooms and Bertins in Siever Siebing Cars can be state Rooms and Berting Cars can be state the state of the size of the state state of the state of t