# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, FEBRUARY 26, 1869.

## CITY COUNCILS.

The regular stated meeting of both brauches Councils was held yesterday afternoon. Select Branch-President Stokley was in the

Mr. King presented a communication from George Getz, City Controller, inclosing an inventory of th cents and mortgages held against the city. The rents and mortgages held against the city. They are these: School department, principal, \$518, 503,303; interest, \$31,110,20. Department of Mar-kets and City Property, principal, \$140,795; inte-rest, \$8,447,70. Water Department, principal, 5444 44; interest, \$25,063. Guardians, of Poor, principal, \$3000; interest, \$180. The total principal \$502,607,24. 2,567 14.

A note was read from the Pennsylvania Railroad Company, showing that the interests of that corpo-ration and those of the city would be promoted by the extension of the time for the removal of the tracks and the turnouts for burden cars in Broad

Street. The communication asks an extension for their removal until July 4. Another communication was received from the Controllers of the Public Schools. The Board wants one section of Penn square, upon which to erect a girls' normal school. Both the above were referred to the appropriate rect a girls' normal school. Both the above were referred to the appropriate

Mr. Ritchie, Committee on Schools, offered a resolution, asking a repeal of the ordinance relative to the purchase of school books by the Board. After some debate, the subject was postponed un-

nextweek.

til nost week. The first annual report of the Commissioners of Fairmount Park was prosented. An invitation to witness a trial of fire extinguish-ers next Saturday at Broad and Washington streets was presented and accepted. Mr. Hookey introduced a resolution to fill up Lancatter turnils more almost innascable at the

Mr. Hookey introduced a resolution to fill up Lancaster turnpike, now almost impassable, at the expense of the contractor for raising the grade, which was adopted. Mr. Mclivain presented a communication from the Board of Port Wardens, stating that owing to a doubt as to the constitutionality of the law, owners and consignees of vessels have refused to pay the usual port charges. The receipts of the office, therefore, are not sufficient to pay the Harbor Mas-ter and the current expenses. The gentleman then offered a resolution calling upon the Philadelphia delegation in Congress to

upon the Fhiladelphia delegation in Congress to press the passage of a law authorizing the several States to protect vessels arriving at their marine ports, and to charge a fee not exceeding \$3 upon each vessel.

The subject was referred to the Committee on Law

A batch of names of people appointed policemen was received and referred to the Police Committee

for confirmation. Mr. Mclivain offered a resolution directing the Committee on Highways to remove certain obstruc-

tions from Thirty-sixth street, Lancaster avenue and Warren streets. It was adopted. Mr. Shallcross submitted an ordinance authorizing the Knickerbocker ice Company to erect a frame building at Pine street wharf, Schuylkill.

A bill was passed to expend \$200 to build houses

for tomtits, sparrows and bluebirds. Mr. Cattell offered a resolution asking the City Solicitor to tell the Councils by what right the Hestonville and Mantua Passenger Railway is laying a single track in Lancaster avenue from the depot at Forty-first street to Hestonville, as the charter reuires the laying of a double one.

This was adopted. A resolution that the Committee on Defence and A resolution that the Committee on Detence and Protection report the amount of their expenditures since the close of the rebellion, and also as to the propriety of disposing of its property and disband-ing, was referred to itself. Bills from Common Connell were considered. An amendment to ordinance for the purchase of a school building in the Twenty-sixth ward was non-concurred in

concurred in. The resolutions prohibiting the removal of any pavement in either Twelfth or Sixteenth street

were agreed to. The resolution asking the Legislature not to give to the Board of Health the power of cleaning the

streets was concurred in. Also a resolution protesting against the passage by the Legislature of any bill to place a railroad in Broad street.

Also a resolution to open Eilsworth street from

Also a resolution to open Ellsworth street from Twenty-second to Twenty-sixth street. Also, a resolution to print 300 copies of the annual report of Chief Engineer of the Fire Department. A resolution requesting the Mayor, Commissioner of Highways, Chief Engineer and City Solicitor, to prevent the tearing up of the paving in Twelfth and Sixteenth streets, by any railway company, re-sently chartered, was indefinitely postponed. The ordinance changing the boundaries of the election divisions of the Twenty-sixth ward, and creating in it a new division, was concurred in. The ordinance fixing the compensation of the Su-perintendent of Street Cleaning at \$1500 a year was debated at tedious length, and finally fell. Mr. Duffy sent his resignation upon some of the

Mr. Duffy sent his resignation upon some of the

### MARINE DISASTER. Serious Collision and Loss of Life off

Penzance The English papers of the 10th inst, contain airs of a terrible collision and loss of life at en, from one of which we take the following

The bestern Morning News reports a terrible isaster at sea, involving the loss of a Prussian -n p and also of an English ship, laden with relegraph cable, and it is teared of a considerable numb-r of l.ves. On Moaday evening, the shinstani, eight men belonging to the shin tulentin, which was laded with telegraph cable and bound in m London to the Persian Gulf, arrived at Penzance. Toey report tost late on Saturday hight, during a gale, the Calcutta, Captabi Owen, caue into contaion with the Prussian barque Forma, of Memal, bound from Cardiff to Barcelona. The force of the collision was very great, and the Emma was cut cown to the water's edge, foun-dering immediately, seven hands going doan with her. Four other men, part of her crew, were fortunate enough to get on board the Calcutta. That vessel received such serious damages in the collision that despite every effort he water continued to gain on the crew. The londay night left the Calcutta on Monday atternoon at three o'clock, fifteen niles south of the Lizard. Extrem persons, under the charge of the third mate, had left previously. Forty-three others were still on board, but preparing mmediately to leave in the six boats which then Immediately to leave in the six boats which then remained. Captain Owen intended to abandon the ship as soon as possible, as he, with the rest of the crew, plainly saw that any further efforts to save the ship would be useless, and that at any moment she might go down. She had then twenty six feet of water in the atter compartment. As yet there are no tidings of the american direction of the order and the twenty six of the remainder of the crew, and great anxiety is naturally felt for their fate, especially as a heavy gate and high sea prevailed. The men who landed are named Frederick Stater, Thomas Robinson, Thomas Alorow, Charles Kemp,

James Warford, Charles Simpson, John Cole-man, and William Williams. On Tuesday, at the dusk of evening, the Calcutta was twenty miles south of Falmouth and had been abandoned by all on board. Two tugs have gone to her assistance from Falmouth, and her Majesty's ships Terrible and Scotia left Plymouth for the same purpose at six o'clock. The Western Commercial Traveller lifeboat, ationed at Cadgwith, brought into Falmouth fourteen of the crew this alternoon, and a Greek vessel has entered the same port with eight more picked up from bosts. Another boat, containing the captain, mate, and eight of the crew, capsized in a heavy sea, drowning all on board. The captain leaves a widow and two

Further particulars have been gathered regarding the loss of the Calcutta. It appears that when she was going down on Monday atternoon the captain determined to abandon her. Four boats were got off, but the captain's gig swamped in launching, and ten of the thirteen persons in her were drowned, including the captain, mate, midshipman, cook, and steward. Those in three boats are known to be saved; but the lifeboat, which left with seventeen in her, bas been picked up empty at Mullion, near the Lizard. Whether her crew has been saved by some vessel or drowned is at present unknown.

### The Manufacture of Paintings by the "Old Masters." BY JAMES PARTON.

### There is one class of picture-dealers and pic-

ore-makers whom this beautiful process of chromo-fithography will seriously injure. I mean those who make and sell the landscapes which are offered at the New York terries for five dollars a pair, gilt frames and all; also those who sell at auction "splendid oil pantings col-lected in Italy by a weil-known connoisseur recently deceased." Some of these nne works, I am informed by one who has done them (a German artist whom poverty and ignorance of the English language compelled for a few months to misuse his brush in this way), are executed a dozen at a time, and are paid for by the dozen. Twelve canvases are set up in a large garret-room. The painter, with paint-pot in one hand and brush in the other, goes his rounds; first, putting in all the skies; next, perhaps, all the grass; then, his trees; and finally dots in a few cows, sheep, children, and ladies. A good hand can execute a very supe rior cozen in a week, for which, in the times, he may get as much as twenty dollars. Before the war, the established price for a good article of an oil painting was twelve dollars a dozen, and find your own paint. The principal manufactory in the United States of this description of ware is in a certain broad and noisy street of a city that need not be named. It is styled by its proprietor "The American Art Gallery for the Encouragement of Att and Young Artists;" but, among the un-happy young men who earn a sorry livelihood by I lying the brush therein, the establishment is called "The Slaughter-house," and its master "The Butcher." This man of blood was once an auctioneer in a street that has little in common with the illustrious orator and statesman whose name it bears, wherein persons in needy circumstances can either sell superfluous or buy indispensable garments. It is now his boast that he is the "greatest patron of the fine arts in America," and his ways of patronizing art are various. He will have pictures painted by a young artist whose necessities are urgent, which he will keep as part of his stock trade. In a room partitioned off from "The American Art Gallery" just mentioned he has a number of "hands" multiplying copies of these pictures as fast as the brash can dab on the paint. These "hands," to whom he basis on the paint. These hands, to which he pays weekly wages which average less than the wages of laborers, acquire by incessant practice a dexterity in making the copies that is truly remarkable. Besides these, he has out-door hands, who, like journeymen tailors, take their work home and do it by the piece. The pictures are offered for sale in the Gallery; but as they accompute to mark the proprietor holds. as they accumulate rapidly, the proprietor holds an auction every few weeks, either of the Old an auction every lew weeks, either of the Oid Masters or of Great Laving Artists. The auctions take place, by turns, in New Yotk, Boston, Philadelphia, Buffalo, Cincinnati, Chicago, St. Louis, and Son Francisco. The Californians, my German artist says, are liberal patrons of the "American Art Gallery for the Encourage ment of Art and Young Artists," the sales in San Branciac being both francisco and monitobar Francisco being both frequent and profitable Even to Australia, on the other side of the globe, consignments of these precious works are sent from the Gallery in the nameless city. The pictures offered at the auction sales are frequently advertised and declared to be "original oil satisfies by native arcists, from the Ameri-can Gallery for the Encouragement of Arts and Young Artists." The frame is, of course, an item of the first importance in this kind of picture. The butcher manufactures his own frames, and takes care that they shall be splen-did. This is probably the secret of his success for what is there dearer to the heart of mau and woman than a gorgeous nation? This amiable passion burns in the breast of every true A me-rican and it is this which creates the demand for splendid gilt frames with something in them that looks a little like a picture.— Atlantic Month y for March. RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK N LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYL-RHLL, SUBQUEHANNA, GUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NOETHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1888. Leaving the Company's Deput at Thirzenth and Calicului a reets, Philadelphia, at the following MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Keturning, leaves Reading at 6:33 P. M.; arrives in Philadelphia at 9:55 P. M.

MORENING EXPRESS. MORENING EXPRESS. At 8-15 A. M. for R. ading. Lebanon, Harrisburg. Pottsville Fine Grove, Tamaqua, Sunbury, Williams port, Elmira, kochester, Niagara Fails, Buffaio. Wilkeebarre, Flitton, York, Carilale, Chambersburg Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Kathroad trains for Allentown etc., and the 8-16 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawiasa Railroad trains for Wil-diamsport, Lock Paven, Elmira etc.; at HARRIS-BUKG with Northern Central, Cumberland Valley, and Stanyikill and Sonquehanna trains for North-umberland, Williamsport, York, Chambersburg Pinegrove, etc.

Pinegrove, etc.

and Bristol. And at 10'15 A M for Bristol.
At 730 and 11 A, M. 230, and 5 P. M. for Morrisville and Tullytown.
At 730 and 10'15 A. M. and 230, 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 Ornwell's, Tercenale, Holmeeburg, Tacony, Wilsioo-ming, Bridesburg, and Frankford, and at S P. M. for Holmeeburg and Intermediate Stations.
FROM WEST r HILADELPHIA DEFOT, Vistor, Vi A TTERNOON EXPRESS. Leaves Philadeiphia at 520 P. M. for Reading. Potteville, Harrisburg, etc., consecting with Reading and Columbia Railroad trains for Columbia, etc.

nod Coumbia Rairoad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pollatown at 645 A. M. scopping at inter-mediate stations; arrives in Polladelphia at 910 A. M. Retorning, leaves Philadelphia at 4 P. M.; arrives in Pollation at 615 P. M. READING ACCOMMODATION. READING ACCOMMODATION. READING ACCOMMODATION. Leaves Reading at 730 A M., stopping at all way stations; arrives in Polladelphia at 1020 A. M. Returning, leaves Palladelphia at 1020 A. M. Returning, leaves Palladelphia at 1650 M. M. and Pottsville at 5 60 A. M., arriving in Palladelphia at 1 P. M. Afternoon trains heave Harrisburg at 810 A. M., and Pottsville at 5 65 P. M. Harrisburg Accommodation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 625 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1230 non, for Pollaville and 8. Way stations; leaves Politsville at 730 A. M. for Palladel-phia and all way stations. A did by Stations run daily, Sundays ex-cepted. Market trains icaye Polytsville at 8 A. M., and

At 5 P. M. for Lambertville and intermediate Sta-At 5 P. M. for Lambertville and intermediate Sta-connects direct with the Train leaving Easton for Mauch Chunk, Alientown, Bethiebeon, etc.

Bunday trains leave Pottisville at s A. M, and Philadelphia at S15 P. M. Leaves Philadelphia for Reading at 5 A. M. Keturning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points us to the 7.50 A. M., 1230, and 4 P. M. trains rom Philsdlephia. Returning from Downingtown at 0.30 A. M., 1245 and 5.15 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at S10 A. M. and 12 45 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Corlegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 0 A. M. and 5 and 8 P. M., passing Reading at 1 05 A. M., and 120 acd 10 19 P. M., and connecting at Hairis urg with Pennsy.vania and Northern Central Hairoad Express trains for Pittsburg, Chicago, Williamsport, Elimira, Balti-more, etc. Returning Express train leaves Harrisburg on artival of Pennsylvania Express from Pittsburg at 350 and 516 A. M., and 10 59 P. M., passing Reading at 544 and 731 A. M., and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jensey

New York at 11 A. M. and 12:20 and 5 P. M. Bleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M. ISCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 5:45 and 11:20 A. M. and 6:4 P. M. returning from Tamagua at 5:35 A. M., and 2:15 and 4:35 F. 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 3:50 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

and from Tremont at 740 A. M. and 535 P. M. TICK ETS. Throogh first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Beading. Excursion Tickets from Philadelphia to Beading. Reading and Points on Market Train, Reading and Points on Accommodation Market Train, treduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Points was Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 27 S. Fourth Farkesburg Train..... Fast Line.... Lanczater Train..... Erie Express....... Day Express......

### **RAILROAD LINES**,

At 750 A. M. for Niagara Falls, Buffalo, Dunkirk,

Elmira, fibaca, Owego, Bochester, Binghamion, Os-wego, cyracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun

CAMDEN AND BURLINGTON COUNTY JAND PEMBERTON AND HIGHTSTOWN RAIL-

TRAINS LEAVE DEPOT. VIZ:-

PHILADEEPHIA, GERMANTOWN, AND

TIME TAB. <sup>145</sup>. FOR GERMANTC WN. Leave Philader phila at 6, 7, 8 9 10, 11, 12 A. M., 1, 2, 3 10, 5%, 4 6, 5%, 6'10, 7, 8 9 10, 11, 18 P. M. Leave Granactown at 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 5, 6 5%, 7, 8, 9, 10, 11, 18 P. M. The \$30 down train, and 3% and 5% up tra'ns, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 915 A. M., 2.7. and 10% P. M. Leave Germanicoup at 8 15 A. M., 1, 6, and 9% P. M. M. for Bordentowa, Barlington, Beverly, and De-ianco. At 620 and 10 A. M., I, 580, 620, 6, and-41530 P. M. for Fiorence, Edgewater, Riverside, Riverton, Pai-myra, and Fiah House, and 2 P. for Fiorence and Riverton. The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side.) *Row Ekune* 10:50 DEFOT. At 11 A. M., Via Kensington and Jersey City, New York Express Line, Fare 53. At 7:30 and 11 A. M. 230, 330, and 5 P. M. for Trenton and Bristol. And at 10:16 A M for Bristol. At 7:30 and 11 A. M. 230, and 5 P. M. for Morrisville and Tulytown.

CH ESTNUT HILL RALLROAD. Leave Philadelphia at 6, 5, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesiant Hill at 7:10, 8 9:40, 11:40 A. M., 1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 P. M.

RA, ROAD LINES.

18

AUCTION SALES

M. THOMAS & BONS, NOS. 139 AND 141 ;

PUBLIU SALE. HORSES, COWS, WAGON, SLEIGH, HAR-NESS, ETU, On Monday Miernoon, March 1, at 2 o'clock, at the farm of James M. Bul-lock, Church ane, Darby, Delaware county, without peerve, 11 superior mlich o'wa, half bred Alder asy feer, buil, gray mare, grain wagon selige, plugge, double and single harnes, co lars, haiters, etc. Sale Positive, Terms-tash, 2 m 24

FALE OF REAL PETATE AND STOCKS.

FALE OF RFAL PETATE AND STOCKS. March 2 at 12 o'clock nood, at the Exchange. SEVENTREENT H AND VINE, Northoast corasr-Livers Stable, Dwelling and large lot, 125 fees front. MARKET. No. 327-Frame Dwelling. LANCASTER TURNPIKE - Frame Dwelling. FILTH (South), No. 1611-Mocern Dwelling. FRONT, South of Moore-Frame Dwelling. FRONT, South of Moore-Frame Dwelling. FRONT, South of Moore-Frame Dwelling. GHRISTIAN, NO. 2170-Brick Dwelling. GHRISTIAN, NO. 2170-Brick Dwelling. SPRING GARDEN, NO. 1320-Modern Residence. MARKET, NO. 320-Business Stand. FOURTH (North), NO. 9-Valuable Store. VANHORN-Large Lot MARKET NO. 321-Business Stand. LOCUST, NO. 414-Brick Factory Buildings. TWELFTH, No. 115 below Chesnut-Valuable Dwelling. MASTERE.NO. 1544-Modern Dwelling.

Welding. MASTER-No. 1844-Modern Dwelling. SARTAIN, No. 227-Genteel Dwelling. I EHIGH AVENUE No 561-Genteel Dwelling. FENN Twenis-third Ward-Biok Dwelling. TASKER (south sice), east of Eigh h-Valuable Ultroneets.

TLSKER (south sice), east of Eigh h-Valuable Mill property Full particulars in catalogues. Executor's Sale.
8750 U.S. Five-twenties, coupons. January and Jaly. For other Accounts.
50 shares National Bank of the Republic.
50 00 d morigage bonds. West Chester and Philadel-phia Rairoad Company.
1 share Philadelphia Library.
5 shares Pennsylvania Wood Preserving Company; par \$5.

par \$59. 25 shores Camden and Atlantic Baliroad Co (old.) 50 shores Richmond Grani's Company, par \$100. 200 shores American Battonhole Machine Co. 71 shores Phoenix Insurance Co. [2 28 31

BUNTING, DURBOROW & CO., AUCTIONS OF EARS, Nos. 252 and 234 MARKET Street, corner of Eark street. Successors to John B. Myers & eu.

LARGE SALE OF FRENCH AND OTHER EURO-FFAN DBY GOODS ETC. On Monday Morning. March 1, at 10 o'clock, on four months' credit. [2 24 st

No. 529 OHESN UT SL., rear entrance from M Inor. Sale at No. 1841 Chesnut street. SUPERIOR HOUSEHOLD FURNITURE, ELE-GANT ROSEWOOD CHICKERING PIANO, BOOKCASE, COTTAGE SUITS, FINE BRUS-SELS AND OTHER CARPETS, EIC. On Saturday Morning, Feb. 27. at 10 o'clock, at No. 1841 Chesnut street, by catalogue, the entire household furniture, includ-ing elegant ronewood piano-forte by Chickering, superior walnut secretary and bookcase, coltage chamber suits mattresses, bedding, fine Brussels and ingrain corpeta, oil cloth, china and glass, Elform utensils etc.

CLAFK & EVANS, AUCTIONEERS, NO. 600 CHESNUT Street.

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

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

SALE OF 1000 CASE<sup>4</sup> BOOTS, SHOES, BROGANS, ETC, ETC On Monday Morning, March 1, st 10 o'clock. Also, a large line city made

N. B.-Sales Mondays and Thursdays of every N. B.-Sales Mondays and Thursdays of every 2 25 31

THOMAS BIRCH & SON, AUCTIONEER AND COMMISSION MERCHANTS, No. 1117 CHESNUT Street rear entrance No. 1107 Sameon St

LIPPINCOTT, SON & CO., AUCTIONEERS ASHHURST BUILDING, No. 240 MARKET SI

KEENAN, SON & CO., AUCTIONEERS

ods packed free of charge

week.

be examined on the morning of fale at #

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ON SUNDAYS. Leave Philadelphia at 915 A., 2 and 7 P. M. Leave Chistaut Hill at 750 A. M., 1240, 540, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 8, 75, 9, and 1105 A. M., 15, 8, 55, 55, 65, 8 06 and 115; \*, M. Leave Norristown at 540, 7, 750, 9, and 11 A. M., 15, 8, 45, 55, and 85; P. M.

ON SUNDAYS, Leave Philadelphia at 9 A. M.: 2% and 7% P. M. Leave Norristown at 7 A. M.: 3% and 9 P. M.

FOB MANAYUNE. Leave Philadelphia at 6, 75, 9, and 1105 A. M.; 134, 8, 45, 55, 65, 65, and 115 P. M. Leave Manayunk at 610, 75, 8 20, 95, and 115 A. M. 2, 35, 5, 65, and 9 P. M.

ON SUNDAYB. Leave Philadelphis at 9 A. M : 2% and 7% P. M. Leave Manayunk at 7% A. M : 6 and 9% P. M W. S. WILSON, General Superintendent, Depot. Niath and Green stream

### GOVERNMENT SALES.

burg, Tacony, Wissinoming, Bridesburg, and Frankford. The 945 A. M., 630 and 12 P M. Lines will run daily, All others, Sundays excepted. For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Haliway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 636 and 12 P. M. Lines. BELVIDERE DELAWARE RAILROAD LINES, PROM XENSINGTON DEPOT.

GOVERNMENT SALE. Will be sold at Public Auction, by H. B. SMITHSON, Auctioneer at Allegneny Arsenal, Pittsburg, Pa., commencing at 10.0 clock A. M., Wednesday, March 24, 1869, the following articles, viz.:- 28 Cast Iron Cannon.

16.304 Solid Shot (round) 2.529 Stands of Grape and Carcasses, 3.827 Carbines, new, repaired, rusty, e 3.827 Carbines, new, repaired, rusty, etc.
 8.127 U. S. Billes, Cal. 51 and 58, repaired, rusty, etc.
 4.377 Enfield Muskets, repaired.

SATE OF 2000 CASES BOOTS, SHOES, TRA-VELLING BAGS, ETO, On Thesday Morning, March 2, at 100'clock, on four months' credit. [224 55 4.319 Foreign Muskets and Rifles, rusty, etc.
3.130 U. S. Muskets, Cal. 69, rusty, etc.
2.279 Pistols and Revolvers, new, repaired,

LARGE SALE OF FOREIGN AND DOMESTIC DRY GOODS. On Thorsday Mcralug. At 10 o'clock, on four months' credit. [2 26 55 and rusty. 4,000 Sets of Infantry Accoutrements (old). 33,182 Pounds of Cannon, Musket, and Rifle MARTIN BROTHERS, AUCTIONEERS,-(Latery Salesmen for M. Thomas & Bona.) No. 529 OHLSNUT St., rear entrance from Minori

Powder. 190,000 Pistol Cartridges (Lefaucheux & Wes-

1,300,000 Maynard's and Sharp's Primers.

PEMBERTON AND HIGHISTOWN RAIL-bOADS, FROM MARKET STREET FERRY, (Upper Side.) A17 and 10 A. M., 120, 30, and 620 P. M., for Mer-chantaville, Moorestown, Hartford, Masonville, Hainsport, Hount Holy, smithville, Ewansville Vincentows, Birmingham, and Pemberton. A1 7 A. M., 130 and 250 P. M., for Lewistow Wrightstown, Cookstown, New Expt, Hornerstown, Cream Ridge, Imisystown, Sharon, and Hightstown. 11 16 WILLIAM H. GATZMER, Agent. 6,282 Musket Bayonets. 130,000 Pounds of Scrap Iron, Cast and Wrought. PENNSYLVANIA CENTRAL BAILROAD

A lot of Appendages and parts of Muskets. A lot of Tools for Blacksmiths, Carpenters,

A lot of Packing Boxes, etc. A lot of Packing Boxes, etc. Catalogues of the above can be obtained on application to the undersigned. Furchasers will be required to remove the

property within ten days after the sale. Terms-Cash. R. H. K. WHITELEY, Bvt. Brig.-Gen. U. S. A.  $222 \mathrm{mw6t}$ 

PALL TIME, TAKING CENTRAL RAILROAD FALL TIME, TAKING REFFECT NOV. 22, 1885, The trains of the Peensylvanis Central Railroad leave the Depot, at THIRTY-FIRST and Market Streets, which is reached directly by, the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore us departure. The Cheannts and Waihut Streets cars run within one square of the Depot. Bleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Cheannt streets, and at the depot. Agents of the Union Transfer Company will call for and deliver bagange at the depot. Orders left at No, soil Cheenut street, or No. 116 Market street, will receive Attention. PUBLIC SALE OF CONDEMNED ORD-

DUBLIC SALE OF CONDEMNED ORD-nance Stores. A large quantity of Condemned Ordnance and Ord-nance Stores will be offered for sale at Public Auc-tion, at BOCK ISLAND ARSENAL, illinois, on WEDNESDAY, April 7, 1869, at 10 o'clock A. M. The following comprises some of the principal arti-cles to be 81 id, viz :-28 Iroa Cannon, various calibres, 1100 Field Carniggrs and Limbers, 190 sets of a rillery Harness, 100 to pounds Shot and Shell. 45,000 sets of Infantry Accourtements, 2200 McClellan Saddles, 200 Artillery Saddles,

2200 McClellon Saddles. 700 srtillery Saddles. 2000 Halters. 700 Saddle Biankets. 600 s Watering Bridles. 9400 Cavairy Carb Bridles. 9400 Cavairy Carb Bridles. 9200 Antillery Tracca and Hames. 2200 Antillery Tracca and Hames. Fersons wishing catalogues of the Stores to be sold can obtain them by application to the Chief of Ord. Can obtain them by application to the Chief of Ord. Can obtain them by application to the Chief of Ord. Can obtain them by application to the Chief of Ord. Can obtain them by application to the Chief of Ord. Corner of HOUSTON and GR&EN Streets, New York cliv, or upon application at the States Army. T. J. RODMAN, Lientenant-Colonel Oronance. Brevet Brigacler-General U.S. A., Commanding.

Rock Island Arsenal, January 25, 1869. 1 30 tA7

tees on which he had served Mr. Morrison resigned as one of the Committee on

The bill from Common Council, prohibiting the crection of an elevated railroad in Market street, was concurred in.

Adjourned.

Adjourned.
Adjourned.
Common Branch—President Marcer being absent,
General Wagner, on motion, occupied the chair.
Several communications, petitions, &c., were received and appropriately referred.
A communication was received from J. Edgar
Thomson, president of the Pennsylvania Railroad, relative to extending the time for the removal of the railroad tracks from Broad street.
A joint resolution was passed dispensing with the meeting of Councils on Thursday, March 4.
A remonstrance of citizens residing on Twelfth street was received against the proposed passenger railway on Twelfth and Sixteenth streets.
A resolution was passed giving certain instructions to the Chief Commissioner of Highways.
Mr. Willets offered an ordinance to repeal certain provisions in the ordinance making appropriations to the Board of Control of Public Schools for 1869.

1869. After considerable discussion, Mr. Harrison moved to amend, so as to repeal only the provision relating to the purchase of school books. The whole subject was then referred to the Com-

mittee on Finance. Mr. Ray, from the Committee on Highways, re-ported a resolution providing for the paving of Jef-ferson street, from Seventeenth street to Sydenham street, in the Twentieth ward. Passed.

Mr. Martin, from the Committee on Police, re-ported an ordinance for the erection of a temporary ported an ordinance for the erection of a temporary shed on Swanson street, above Catharine. Passed. Mr. Creely, from the Committee on Election Divisions, reported a bill creating a new election division in the Twenty-sixth ward. Passed. Also, a resolution changing the place of voting in the eighth division of the Twenty-sixth ward. Recommitted.

Recommitted.

Recommitted. Mr. Kline, from the special committee on alte-rations to Common Council chamber, reported a resolution instructing the Clerk of Common Coun-cil to alter said chamber according to the plan sub-mitted by the committee. Passed. A message was received from his Honor, the Mayor, transmitting the first annual report of the

A message was received from his honor, the Mayor, transmitting the first annual report of the Commissioners of Fairmount Park. Mr. Evans offered a resolution granting permis-sion to the Union Passenger Railway Company to lay tracks on Twenty-second street, between Wai-mit and Spring Garden streets, and on Spring Garden street, from Ninth to Twenty-second. Re-commute the the Committee on Pailwage.

ferred to the Committee on Eniroads. Mr. Shoemaker called up the resolution requesting the Legislature to pass an act increasing the legal rate of interest to seven per cent. per annum. After some debate, the resolution was tabled. The ordinance appropriating \$100,000 for an ex-tension of the county prison was called up and dis-

Mr. Hetzell moved to amend by inserting a proviso that the amount named be taken from the appropriation for the House of Correction.

fter further discussion, the whole matter was laid upon the table. Mr. Evans offered a resolution to extend the tim

Mr. Evans onered a resolution to extend the time for removing the tracks and turnouts on Broad street until the 4th of July, 1809. Mesers. Evans, Willits, Hanna, Vanhouten and Kline spoke in favor of the resolution, and Mesers. Huhn and Hetzell in opposition. A motion to indefinitely postpone was carried by 96 to 23.

26 to 23.

25 to 23. A motion to adjourn was lost. A bill was received from Select Council, making an appropriation to the Department of Markets and City Property, to pay a bill for coal. A motion to indefinitely postpone was lost—13 to 22. A motion to refer to a special committee of five of Common Council carried—34 to 9. Select Council bill relative to the Hestonville and Fairmount Passenger Railway Company was re-ferred to Committee on Railroads of Common Council.

Council. Also, a resolution relative to improving the con-dition of Lancaster avenue. After some debate it was referred to Common Council Committee on Highways, with instructions to report at next meet-ing of the Chamber. Mr. Bardsley offered a resolution instructing the

Mr. Bardsley offered a resolution instructing the Committee on Bailroads to grant a hearing to the merchants doing business on Broad street, with re-gard to the removal of the tracks from said street. Select Council bill appropriating \$200 to pay for boxes for sparrows. Passed. Also, one authorizing the Knickerbocker fee Company to creet a building. Passed. Also, a resolution instructing the Chief Commis-sioner of Highways to notify property owners to re-move buildings on Filbert street, in the Ninth ward. Referred to the Committee on Highways of Common Council. Adjourned.

-The Kentucky capital will not be removed from Frankfort. The Legislature has appropriated \$100,000 for improving the present building.

-There are only twenty-six missionaries among all the Indians of our country, while they number between three and four hundred thousand.

-An ancient guide-board in North Barnstead, N. H., bears the following inscription: -"Pittsfield 8 miles, Alton 2 rods 15 feet 11 1-2 inches."

-The recent lunar eclipse could be seen from the summit of the Sierra Nevada, while the snn was still in sight. The phenomenon was caused by refraction.

-It has been ascertained that the cause of the fire in Bursinger's brewery, at Watertown, Wis., was "the ice heated in consequence of being packed too damp !"

Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth Street, Philadeiphia, or of G. A. Nicholis, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent. discoulat, between any points de-nired, for families and firms. MILEAGE TICKETS. Good for 2006 miles, between all points, at \$5250 each fer 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 carcs entiting themselves and wives to lickets

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

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

FREIGHT TRAINS Leave Philaceipnia daily at 435 A. M., 1230 noon, 3 and 5 P. M., for Reading, Lecanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. MAILS Close at the Philadelphia 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 baggage for all trains leaving Philadelphia Depot. Orders can be lett at No. 225 S Fourth street, or at the Depot, Thirteenth and Callowhill streets. NORTH PENNSYLVANIA RAILEOAD. For BETHLEHE & DOYLESTOWN, MAUCH CHUNK, EATON, WILLIAMSPORT, WILKES-BARRE, MAHANUY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON. WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:-ALT-36 A. M. (Express for Bethlehem, Allontown, Mananoy City, Pittston, and Tunknannock. "455 A. M. (Express) for Bethlehem, Kiston, Allen-tows, Manch Chunk, Wilkesbarre, Pittston, and Scranton. Att 46 P. M. (Express) for Bethlehem, Fiston, and

Town, Match Chunk, Winkessarre, Fileson, and Scranton. P. M. (Express) for Bethlenem, Maach Chunk, Winkesbarre, Piltston, and Scranton. At 300 F. M. for Bethlehem, Easton, Allentown and Mauch Chunk. For Doylestown at 545 A. M., 245 and 415 P. M. For Fort Washington at 1045 A. M. and 11 30 P. M. For Lansdale at 521 P. M. For Lansdale at 521 P. M. Firth and Eixth streets, Second and Third streets, and Union City Passenger Kallways run to the new Denot.

Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at \$10 A. M., 2'10, 5'25, and 5'30

WEST CHESTER AND PHILADELPHIA In the second start of the second second

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

arrival. ON SUNDAYS, Leave Philadelphia at 5 30 A. M. and 200 P. M. Leave West Chenter at 7 35 A. M. and 400 P. M. Trains leaving Philadelphis at 7 45 A. M. and 4760 P. M., and leaving West Chester at 8 60 A. M. and 4760 P. M., connect at B. O Junction with Trains on P. & B. C. R. B., for Oxford and intermediate points. 4109 HENKY WOOD, General Sup's.

8.00 /

Lancester 17 and 18 and

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,-TIME TABLE,-Commencing MONDAY, November 28, 1868,-Trains will leave Depot corner Broad street and Washing-ton sciences as follows-

The subscribers have ample whar repairs of bonk, where they can lie i and are provided with shears, block for raising heavy or light weights. JACON

SOUTHWARK FOUNDRY, WASHINGTON SIZE

Run. Night Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark. Elkton, North-East, Perryville, and Havre de Grace. Passengers for Fourcess Monroe and Norfolk will take the 12:00 M. train. WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Wlimington. Leave rhiadelphia at 11'60 A. M., 2 30, 5'09, and 7'00 P. M. The 5'00 P. M. Train connects with Dela-ware Rairoad for Harrington and intermediate

ware Rairroad for Harrington and intermediate stations. Leave Wilmington 7'00 and 8'10 A. M., 1'30, 4'15, and 7'00 P. M. The 8'10 A. M. Train will not stop between Chester and Philadelphia. The 7'00 P. A. Train from Wilmington runs daily; all other Accommodation Traina Sundays excepted. From Baitimore to Philadelphia.—Leave Baitimore 7'25 A. M., Way Mail. 9'30 A. M., Express, 2'25 P. M., Express. 7'25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE. Leaves Baitimore at 7'25 P. M. stopping at Mag-nolia, Petryman's, Aberdeen, Havre de-Grace, Perry-ville. Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Chaymont, Linwood, and Chester, State to all points West, Sonth, and Bieam Araina, Defecators, Filters gines, 646. Bole Agents for N. Billenx's Paten Appinvall & Woolsey's Patent Stean Appinvall & Woolsey's Patent Co Draining Machines.

Stanton, Newport, Whitnessen, South, and Chester. Through tickets to all points West, South, and Through tickets to all points West, South, and boutowest may be procured at ticket ounce, No, size boutowest may be procured at ticket, where also Chesnut street, and Berths in Steeping Cars can be state Rooms and Berths in Steeping Cars can be secured during the day. Persons purchasing tickets secured during the day. Persons purchasing tickets at this office can have beggage checked at their resi-at this office can have beggage checked at their resi-at this office can have beggage checked at their resi-at this office can have beggage checked at their resi-t. F. KENNEY, Superintendent. OFFICE FOR PROCURING No. 119 South FOURTH St.,

No. 460 SEVENTH Street, oppo Office, Washington D H. HOWSON, Solar C. HOWSON, Attorn

PHILADELPHIA AND ERIE RAILROAD,-DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISEURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PEANSYL-VANIA.

W EST JERSEY RAILROADS.-FALL AND WINTER ARRANGEMENT. From foot of MARKET Sireet (Upper Ferry). Commencing WEDNESDAY, Beptember 16, 1868. TRAINS LEAVE AS FOLLOWS. For Cape May and stations below Millyille, 515 P. M.

The Cheapest and most E

P. M. Miliville, Vineland, and intermediate stations S'15 A. M. S'15 P. M. For Bridgeton, Salem, and way stations S'15 A. M and S'50 P. M. For Woodbury at S'15 A. M., S'15, S'50, and s'00 P. M Freight train leaves Camden daily at 12 o'clock noon.

Freight received at second covered whasfield Walnut street, daily. Freight Delivered No. 225 South Delawareaven WILLIAM J. SEWELL,

ENGINES, MACHINERY, ETC,	LUMBER.
FENN STEAM ENGINE AND BOILER WORKS,-NEAFIE & LEVY MACHINAL AND THEORETICAL ENGINEERS ACHINESS, BOILER-MAKERS, BLACK. MITHS, and FOUNDERS, having for many years	1869 SPRUCE JOIST, BPAUCE JOIST, HEMLOCK. 1869
ACHINALAND THEORETICAL ENGINEERS ACHINATSTS, BOILER-MARERS, BLACK. IITHS, and FOUNDERS, having for many years en in successful operation, and been exclusively gaged in building and repairing Marine and River rgines, high and low-pressure. Iron Bollers, Water naks, Fropeliers, etc. etc., respectfully offer their twices to the public as being fully prepared to con- act for engines of all sizes. Marine, River, and Bionary; having sois of patterns of different sizes e prepared to execute orders with quick despatch. Very description of pattern.making made at the	1869 SEASONED CLEAR PINE. 1869 CHOICE PATTERN PINE. SPANIEH CEDAR, FOR PATTERNS. RED CEDAR.
e prepared to execute orders with quick despatch, very description of pattern-making made at the ortest notice. High and Low-pressure Fine abular and Oyinder Bollers, of the best Pennsylva- a charcoal hos. Forgings of all sizes and kinds, on and Brass Castings of all descriptions. Boll urning. Screw Gutting, and all ether work connected ith the above business. Drawings and specifications for all work done at establishment free of Charge, and work guaran-	1869 FLORIDA FLOORING, FLORIDA FLOORING, CABOLINA FLOORING, VIEGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK,
The subscribers have ample wharf-dock room to pairs of boats, where they can lie in perfect anfey, ad are provided with shears, blocks, falls, etc. etc	1869 WALNUT BDS AND FLANK: 1869 WALNUT BC AND FLANK: 1869 WALNUT FLANK:
JACOB C. NEAFIE, JOHN P. LEVY, JOHN P. LEVY, BEACH and PALMER Streets, VAUGHN MERBICE, JOHN B. COPS.	1869 UNDERTAKERS LUMBER. 1869 RED ORDAR. WALNUT AND PINE.
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Every description of Pisnistion Machinery, also ngar, Saw, and Grist Mills, Vacanin Pans, Oil	1869 CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1868
nes, 640, Sole Agents for N. Billenx's Patent Sugar Boiling pparatus, Nesmyth's Patent Steam Hammer, and apinwall & Woolkey's Patent Centrifugal Sugar raining Machines.	1869 CEDAR SHINGLES, 1869 CYPRESS SHINGLES, 1869 MAULE, BROTHER & CO., No. 2000 BOUTH Street.
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GALVANIZED CABLE FENCING. The Cheapest and most Enduring Fence for Farmers, Railway Companies, or Country Seats. Samples seen at the office of PHILIP S. JUSTICE, No. 14 North FIFTH Street, 25 Im PHILADELPHIA	W 00DLANDS CEMETERY COMPANY W The following Managers and Officers have been elected for the year 1860- ELI K. FRICE, President. Wm. H. Moors, Guiles Dallet, Edwin Grebie. Secretary and Treasurer, JOSEPH B. TOW NSERND. The Managers have passed a resolution requiring both Lot holders and Visitors to present tickeds at the entrance tor admission to the Company. No. 54 ARCH Street, or of augot the Managers.

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