Yeoman Service. "Is it death, is it death, that is coming? Well, let it come: It has been, like 'The French !' but a cry of

'Wolf!' for so long, That I think I am glad now at last to find it is here, That the enemy stands at the door. Walk in,

tardy foe. **When the minister came from Bethesda after my soul, He declared I was Pagan in strength, it grieved

him to say. "Are the Christians all weak, then?' I asked; If so, none for me;' Let the women be meek, but the men must stand till they die.

"Holy Father, forgive me! I am but sore angered with these: I am Thine, as Thou knowest, Thine alonenever bended my knees

Te the Pope, nor the Saints, nor the Virgin; nor cowered to please The young parson in yellow, who moans at the Chapel of Base.

"I know naught about singing and playing, nor wearing of crowns: But there may be a school outside heaven for learning such things, Or the Master may give me employment I

know how to do-Bay the care of the wondrous white horses of John the Divine.

"Or I might keep the gates 'gainst the dogs of the liars without-I am great against liars myself; yet I lied to

When I met him, along with the rest, at his coming of age,
And burra'd for 'Our noble young master'he, mean as a hound !

"And again, when the parson I spoke of came here t'other day— Out of church he is gentle, and pure as a

weman, and poor, And the poverty is such a kingship, becomes him so well, That I called him 'Your Reverence' humbly; I doubt it was wrong.

"There's another sin, too, on my conscience; when we were first wed, I was jealous with Janet, miscalled her a sin-

ner one day, And I struck her! She lives with the angels this many a year; But I'll scarce dare to meet her, till Thou,

Lord, hast spoke to her first. "I would fain make confession to Thee, Lord, before I come hence; But the children crowd round me with cry-

ing, and harass my soul. If they would but be still for a moment until I am gone. And not thrust in their sighing while I am at

talk with the King. "Well, what is it you want, then, Keziah? speak quickly, my girl? Bay good-by to us, father; nor mutter like

this in your sleep.' Little lass ! she is tender and fair, and the boys are good boys; I must help them from yonder. Good-by, lass!

Good-by, boys; good-by!" - Twilight Hours, by Sarah Williams.

MUSICAL ITEMS.

The following communication to the London Athenaum is of interest:-

-The Athenaum, I think, has already announced the intention of the Baron Alfred von Wolzogen to present, in his double capacity of theatre-director and man of letters, a revised, completed, and corereted edition of Mozart's Don Juan, with a new text, less flagrantly silly and vulgar than the German translation of D'Aponte's rhymes. That persons who have the audacity to bring common sense, artistic reverence, and literary accomplishment to the restoration of the masterpieces with which the world has been enriched by Genius, must expect the wrath of the stupid, the supine, and the self-interested, is a melancholy fact. How have we heard in years past Mr. Macready abused because he swept away from Shakespeare's plays the Cibber-trash of arrangement and altera-tion to which even glorious John Kemble and his more glorious sister, Mrs. Biddons, had submitted! What a storm of abuse was loosed by the would-be sapient in France against Mendelspehn, because in his presidence over Beetheven's c minor Symphony he adopted the press correction in Beethoven's original score, which removed an excrescence of two bars from the scherzo notified as such by the great man himself! It was just that very press-blunder (and no meaner lover of Beethoven than M. Berlioz maintained the astounding fact) which was a master-stroke of fancy and genius! Illustration after illustration of such a patent fact as the one stated crowd on the memory. Not to be tedious, however, let the fact be recorded, that the wicked Baron has dared the feat, lives to tell the tale, and to count a success quite as eminent as could have been expected by such a shameless and aristocratic malefactor. His text will shortly be published, and the music literatim from the original manuscript, which is in the pessession of Madame Viardot. of course, the many,
—who are convinced against their will,

-who are will remain -of the old opinion still, The few, however, who hold their minds open, and can bear to be proved in the wrong, cannot but feel the obligation due to a labor of love and truth such as is here announced. As regards the new German words, German audiences must decide on their value; and German audiences, be it marked, are at once more critical, more accomplished, and more patient than any to be gathered in Italy, France, or England.

-Madame Adelina Patti was announced to make her rentrée in Paris on the 30th of March. At her benefit at St. Petersburg she received from her admirers, as we learn from a private letter, a necklace and brooch valued at eighty thousand france, in addition to hundreds of bouquets imported expressly from Nice and the Riviera. Russia must be a very pays de Cocagne for singers.

Pramatic Items. - "La Vierge Noire," by MM. Eagene Nas and Raoul Bravard, produced at the Gaité, Paris, is announced as a melodrama. It employs the old machinery of buried treasures, vaults, prisons into which people enter at will, secret chambers and the like, and has not a single incident which has not been used in a score of similar pieces. It obtained, how-

ever, a moderate success.

The taste for the military drama is so nearly extinct in Paris that the genius of Alexandre Damas cannot revive it. Dumas' new spectacle, Les Blancs et les Bleus, produced at the Châtelet, is a complete fainre. Its scene is in Strasburg, in 1793. Among the characters introduced are "Generals Hoche" and "Pichegru," "Saint-Just," the "Goddess of Reason," and, strangest of all, "Charles Nodier, from whose "Souvenirs de Jeunesse," the plot is in part taken. "Schneider," the pro-consul, will not spare "Clotilde," the rich and levely daughter of an emigrant, unless she will consent to marry him. She shrinks with horror from his proposals, and is saved by "Saint-Just," who, greatly to his own sur-

prise, as we should suppose, finds himself acting as a beneficent dens ex machina, rewarding virtue in the person of "Clottide," and sending vice, in the shape of "Schweider," to the scaffold. A curious feature in the performance is that the introduction into a drama of republicanism is permitted for the first time under the present Government.

-The first and second volumes of a 'H stoire Universelle du Théâtre' have appeared in Paris. M. Alphonse Royer, the author has devoted fifteen years to this work, which, when completed, will be in five volumes. It recalls the "Histoire Universelle des Théatres, which was published towards the close of the last century. The thirteen volumes of this work, which were all that appeared, carried the history of the French stage as far as the sixteenth century, and left that of all other countries untouched. M. Royer has published some sketches of dramatic literature at different epochs, which, it is supposed, will be included in his present work.

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nice was almost obliterated. We had, as you are aware, two of your valuable and well-known CHAMPION FIRE-PROOF SAFES; and nobly have they vindicated your well-known reputation as manufacturers of FIRE-PROOF SAFES, if any further proof had been required.

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NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, Dec. 14, 1868.
Leaving the Company's Depot at Thirteenth and Callowhili streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate Stations and Alientown. Returning, leaves Read-ing at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Fottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesburg, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

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The 7:30 A. M. train connects at READING with East Fennsylyania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Columbia etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-45 A. M., stopping at in-tarmediate stations; arrives in Philadelphia at 9-10 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6-15 P. M.

READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M. Returning, leaves Philadelphia at 4-45 P. M.; Returning, leaves Philadelphia at 4:45 P. M.; arrives in heading at 7:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8:05 P. M., and Pottsville at 2:45 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 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

P. M. Market train, with a passenger car attached, leaves I hiladelphia at 12:30 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for I hiladelphia and all way stations. All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at S A. M., and

Philadelphia at 8.15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7-30 A. M., 12-30, and 4 P. M. trains from Philadelphia. Returning from Downingtown

at 6:30 A. M., 12:45 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 8-10 A. M. and 12-45 P. M. Stage lines for the various points in Ferkiomen Valley connect with trains at Collegeville and Skippack.

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mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Fittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing keading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:20 and 5 P. M. Sleeping cars accompany these trains mira. Baltimore, etc. 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.

SCHUYLKILL VALLEY RAHLROAD. Trains leave Pottsville at 645 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-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 3:80 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

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Leave Philadelphia from the Depot, THIRTYFIGST and CHESNUT Streets, 745 A. M., 11 A. M., 2°50 P. M., 4°15 P. M., 4°50 P. M., 6°15 and 11°30 P. M. Leave West Chester for Philadelphia, from

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P. M. for Bordentown, Hurlington, Beverly, and Delanco.

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At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem, etc. hem, etc.
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At 7 A. M., 130 and 3-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 10 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT NOV. 22, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. VIZ .:-TRAINS LEAVE DEPOT, VIZ.:—

Mail Train 8.00 A. M.
Paoli Accommodat'n, 10.30 A. M., 1.10 and 9.00 P. M.
Fast Line 11.50 A. M.
Eric Express 11.50 A. M. Erie Express 11:50 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Erie Mail and Buffalo Express 10:45 P. M.
Philadelphia Express, 12 Night.
Erie Mail leaves daily, except Sunday, running en Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other Thinadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

Market street. TRAINS ARRIVE AT DEPOT, viz.:—
Cincinnati Express 3:10 A. M.
Philadelphia Express 8:10 A. M.
Paoli Accommodat'n, 8:30 A. M., 3:40 and 7:10 P. M.
Erie Mail and Buffalo Express 10:00 A. M.
Parkesburg Train 9:10 A. M.
Fast Line 10:00 A. M.
Lancaster Train 12:30 P. M.
Lancaster Train 12:30 P. M.
Day Express 4:20 P. M.
Day Express 4:20 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information apply to TRAINS ARRIVE AT DEPOT, VIZ .:-

Bay Express

Harrisburg Accommodation

For further information apply to

JOHN VANLEER, Jr.. Ticket Agent,

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent,

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. owner, unless taken by special contract, EDWARD H. WILLIAMS,

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, Nov. 23, 1808.—Trains will leave Depot corner Broad street and Washington avenue, as follows:— Way Mail Train at 8-30 A. M. (Sundays excepted),

4 29 General Superintendent, Altoona, Pa.

way Mail Frain at 830 A. A. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Lelaware Railroad at Wilmington for Craffield and intermediate stations.

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

Express Train at 4'00 P. M. (Sundays excepted), for Haltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestewn, Ferryville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Passengers for Fortress Monroe and Norfolk will

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.
Leave Phitadelphia at 11-00 A. M., 2-30, 5-00, and
7-00 P. M. The 5-00 P. M. Train connects with Dela-ware Ealiroad 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 detween Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Krom Baltimers to Philadelphia Leave Balti-From Baltimore to Philadelphia, Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-25 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baithmore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, erryville, Charlestown, North-East, Ekton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 228 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. Company. H. F. KENNEY, Superintendent,

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD. TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-65, 10, 11, 12 A. M., 1, 2, 3\(\frac{1}{4}\), \(\frac{1}{5}\), \(\frac{1}{4}\), \(\frac{1}{6}\), \(\frac{1}{6}\),

ON SUNDAYS.
Leave Philadelphia at 915 A. M., 2, 7, and 1034 Leave Germantown at 8-15 A. M., 1, 6, and 934

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 57, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and
9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN

Leave Philadelphia at 0, 7%, 9, and 11 05 A. M., 114, 3, 414, 514, 8 05, and 11 14 P. M.

Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M., 114, 3, 414, 514, and 814 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 214 and 714 P. M. Leave Norristown at 7 A. M., 514 and 9 P. M.

FOR MANAYUNK. Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 115, 3, 4½, 5½, 6½, 8:05, and 11½ P. M.
Leave Manayunk at 0:10, 7½, 8:20, 9½, and 11½
A. M., 2, 3½, 5, 6½, and 9 P. M.

Leave Philadelphia at 9 A. M., 214 and 74 P. M. Leave Manayunk at 714 A. M., 6 and 914 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. N FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY 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:—
At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

9-45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
and Scranton.

At 1-45 P. M. (Express) for Bethlehem, Mauch

Chunk, Wilkesbarre, Pittston, and Scranton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 10.45 A. M. and 11.30 For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8:35 A. M., 4:55 and 7 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 10.45 A. M. and 3.10 ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.— WINTER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL-Hiegant Sleeping Cars on all Night Trains. On and after MONDAY, Nov. 23, 1868, the trains on the Philadelphia and Eric Railroad will run as

" Williamsport . 8 50 P. M.
arrives at Erle . 10 00 A. M.
ELMIRA MAIL leaves Philadelphia . 8 90 A. M.
" Williamsport . 6 30 P. M.
" Williamsport . 7 45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie . 10 55 A. M.
" Williamsport . 12 55 A. M.
" Williamsport . 12 55 A. M.
" arrives at Philadelphia . 10 00 A. M.
ERIE EXPRESS leaves Erie . 6 25 P. M.
" Williamsport . 7 50 A. M.
" arrives at Philadelphia 4 20 P. M.
Mail and Express connect with Oil Creek and
Allegheny kiver Railroad.
Baggage checked through.

Baggage checked through. General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 10, 1808.
TRAINS LEAVE AS FOLLOWS:—
For Cape May and stations below Millville, 3-15 P. M.
For Millville, Vineland, and intermediate stations, 8: 15 A. M., 3:15 P. M.
For Bridgeton, Salem, and way stations, 8:15 A.
M. and 3:30 P. M. For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 P. M.

Freight received at Second
Walnut street, daily.
Freight delivered No. 228 South Delaware
Freight delivered No. 228 South Delaware
avenue.
WILLIAM J. SEWELL,
Superintendent, Freight received at second covered wharf below LUMBER. SPRUCE JOIST.

SPRUCE JOIST.

HEMLOCK.

HEMLOCK.

1869

Freight train leaves Camden daily at 12 o'clock,

1869 SEASONED CLEAR PINE. 1869 SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR. FLORIDA FLOORING. 1869 FLORIDA FLOORING,
CAROLINA FLOORING,
VIRGINIA FLOORING,
VIRGINIA FLOORING,
ASH FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK.

1869

1869 WALNUT BDS. AND PLANK. 1869 WALNUT BOS. AND PLANK. WALNUT BOARDS, WALNUT PLANK.

1869 UNDERTAKERS' LUMBER. 1869 WALNUT AND PINE. SEASONED POPLAR. 1869 WHITE OAK PLANK AND BOARDS.
HICKORY.

CIGAR BOX MAKERS' 1869 SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. 18691869 CAROLINA H. T. SILLS. NORWAY SCANTLING. CEDAR SHINGLES. 1869 CYPRESS SHINGLES. MAULE, EROTHER & CO., No. 2500 SOUTH Street. 1869 1869

LUMBER UNDER COVER. ALWAYS DRY.

WATSON & CILLINGHAM. No. 924 RICHMOND Street.

PANEL PLANK ALL THICKNESSES.

1 COMMON PLANK, ALL THICKNESSES.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS, 1½ and

40. SPRUCE JOIST, ALL SIZES.

PLASTERING LATH'A SPECIALTY.

Together with a general assortment of Building Lumbe for sale low for cash.

3 25 6m

FIFTEENTH and STILES Streets