## JOHN MORRISSEY.

The History of a Congressman. A few years ago John Morrissey was a resilent of Troy. He kept a small drinking aloon of the lowest character. It was the sort of the low prize-fighters, thieves, and issolute persons of all degrees. So low and dissolute and disreputable was the place, that it was closed by the authorities. With other traits, Morrissey blended that of a prizelighter of the lowest cast. Drunken, brutal, rithout friends or money, battered in his lothes and in his person, he drifted down to New York to see what would turn up. He ocated himself in the lowest stews of New York. At that time the elections in the ity were carried by brute force. Thore was no registry law, and the injunction of politicians to "vote early and vote often" was literally obeyed. Roughs, Short Boys, brutal representatives of the Bloody Sixth, took possession of the polls. Respectable nen, who were known to be opposed to the corruption and brutality which marked the elections, were assaulted, beaten, robbed, and often had their coats torn from their backs. The police were powerless, often they were allies of the bullies, and citizens had quite as much to fear from them as from the rowdies. If the election was likely to go against them, and their friends presided over the ballot-box and should signal the danger, a rush would be made by twenty or thirty desperate fellows, the boxes be seized and smashed, tables and heads broken, the voters dispersed, and the election carried by default.

A local election was to take place in the upper part of the city. The friends of good order were in the majority, it allowed to vote. But it was known that the rowdies would come in force and control the election. A few voters got together to see what could be done, and among them the present General Superintendent of Police. It was suggested that force be met with force, that the ballot-box be guarded, and the assailants beaten off by their own weapons. But where could the materials be found to grapple with the Plug Uglies and their associates? Somebody said that Morrissey was in town ready for a job, and that he could organize a force and guard

the election. One day Mrs. Kennedy came to her husband as he sat in his room, and said to him, "There is an awful-looking man at the door, who wants to see you. He is dirty and ragged, has a ferocious look, and is the most terrible fellow I ever saw. Don't go to the door; he certainly means mischief." "Is he a big, burly-looking fellow?" "Yes." "Broad-shouldered, tall, with his nose turned one side?" "Yes, yes," said the impatient lady. "Oh, I know who it is; it is John Morrissey; let him come in." 'O husband, the idea of your associating with such men, and bringing them to the house, too!" But the unwelcome visitor walked into the parlor. Now, John Morrissey at Saraega, in his white flannel suit, huge diamond rings, and pin containing brilliants of the first water, and of immense size; tall of stature, a powerful-looking fellow, walking quietly about the streets, or lounging at the hotel, but seldom speaking, is not a bad-looking man. Seen in New York in his clerical black suit, a little too flashy to be a minister, yet among bankers, merchants, or at the stock board he would pass very well as one of the solid men of the city. But Merrissey as he appeared that morning was an entirely different personage. He had come from a long debauch, and that of the lowest kind. He was bruised and banged up. His clothes were tattered. The Island was all that seemed to be opened to him. With him a bargain was made to organize a torce of fighters and bullies, sufficient to prevent the ballot-boxes from being smashed, and the voters from being driven was at home among desperadoes. True to his appointment, he was at the polls before they were open. He was attended by about thirty as desperate looking fellows as ever rode in a wagon or swung from Tyburn. He stationed his forces, gave his orders, told each not to strike promiscuously, but, on the first appearance of disturbance, each to seize his man, and not leave him till his head was broken. There was no disturbance till twelve o'clock. The late Captain Carpenter was in charge. About noon a huge lumber-van drove up, drawn by four horses. It was loaded with the roughest of the rough, who shouted and yelled as the vehicle neared the curbstone. Bill Poole, at that time so notorious, led the company. They were choice specimens of the men who then made the rulers of New York. Plug Uglies, Bummers, Roughs of the Bloody Sixth, Short Boys, Fourth Warders, and men of that class, were fully represented. Bill Poole sprange to the sidewalk. Captain Carpenter stood in the door.
Addressing him, Poole said, "Cap, may I go
in?" "Oh, yes; walk in and welcome," Carpenter said, and in Poole went. He saw the situation at a glance. He measured Morrissey and his gang, turned on his heel, and passing out, said, "Good morning, Cap; I won't give you a call to day; drive on, boys: and on they went to some polling place where

having their heads broken. This was Morrissey's first upward step. He washed his face; with a part of the money paid him he bought a suit of clothes, and with the balance opened a small place for play. He became thoroughly temperate. He resolved to secure first-class custom. To do this he knew he must dress well, behave well, be sober, and not gamble. These resolutions he carried out. His house in New York is the most elegantly furnished of any of the kind in the State. It has always been conducted on principles of the highest honor, as gamblers understand that term. His table, attendants, cooking, and company are exceeded by nothing this side of the Atlantic.

He followed his patrons to Saratoga, and opened there what was called a club-house. Judgec, senators, merchants, bankers, millionaires, became his guests. The disguise was soon thrown off, and the club-house assumed the form of a first-class gamblinghouse at the Springs. Horse racing and ttendant games followed, all bringing custom and profit to Morrissey's establishment. About this time the celebrated conspiracy was formed by politicians and railroad men to break down Harlem Railroad, and with it Commodore Vanderbilt. As a player Morrissey soon became familiar with Vanderbilt, who spent his summers at the Springs. In the extraordinary movements made by Commodore Vanderbilt to checkmate the conspi rators, and throw them on their back, Morissey was employed to play a conspicuous part. He made his appearance at the Stock Board, backed by Vanderbilt. He traded in Harlem in a manner that astonished the old operators at the board. He was allowed to share in the profits of that bold stroke which ruined thousands who had sold Harlam short. Morrissey is now worth half a million. He is still a gambler by profession, and carries on his establishments in Saratoga and New York.

-The antique statue of the "Wounded Amazon" has been recently discovered near Rome. It is of white marble, and stands eight feet high. The Berlin Museum has purchased it for the sum of \$3300.

## Homburg in Winter.

The following is from a Homburg letter published in the Pall Mall Gazette: -For a study of civilized human nature under circumstances calculated to exhibit most of its weaknesses in the most interesting manner, one can hardly go to a more suitable place than Homburg-és-Monts in winter. There, all this season, the with-luggage-provided and solventlooking visitor will be cordially received at any of the numerous hotels, and may occupy their very best apartments at a quarter of the price hwould have to pay in the summer and autump. The "administration" of the great gambling palace which commands the whole town wil, on application to the "Pelizei Bureau" furnish him with a blue card, inscribed with his name, giving him free access throughout the winter to the "Salons de Etrangers;" in other words, to the rooms in which the games of trente-et-quarente and roulette are carried on from 11 o'clock in the morning until 11 at night. In only one of these rooms-gorgeously over-decorated in carton-pierre, elaborately gilt and painted, relieved with tall mirrors, and enriched with Italian frescoes on the ceilings—is gambling carried on during the winter. This is called the Salon Japonais; at one end of it is the trente etquarante table, and at the other the roulette. Morning, neon, and night these fascinating boards of green cloth" are surrounded, three deep, by a crowd of people-widely different from the summer guests-whose counterpart can be found, I think, in no other place in Europe. There are no brilliant toilettes, no pretty women, as mere are at Monace at this season. These people have all come here to gamble, or to prey upon the gamblers; and there is an expression of solemn calculation on all their faces, young and old, masculine and feminine (especially the latter), which is at first curious, and then painful to observe. There is, of course, the inevitable British element, represented about as creditably as it usually is in those continental nocks and corners where adventurers most do congregate. The Irish widow lady of uncertain age and very much more uncertain antecedents; the nest lirtle Englishman with the fair beard and (they say, but I know nothing about that) unfair "systems;" the highly cosmeticised old lady and her haggard daughter, who play nearly from the opening till the closing of the rooms; the slatternly, dowdy Englishwomen, who infallibly turn np everywhere abroad, looking as if they had just come from some long journey in their tumbled travelling clothes, and were going off again directly in the same attire, but who appear regularly in the same mise-en-scène every day for six months; the British merchant, who finds it convenient to be out of Britain; the shabby-genteel residents, who have an English parson to take care of their souls, and who sometimes "punt" mildly in florins—these make up the "Colonie Anglaise," and are all flourishing in this year of grace 1869. Polish counts with uncommonly dirty hands and very eager eyes; terrible old Frenchwomen savagely keen at their play; grimy, common looking, greasy Germans, who quarrel furiously over a disputed florin piece, and appropriate the winnings of unobservant players with astonishing persistency; spectacled 'pro'essors' of playing by systems, who take down the record of the game by the hour, and who will be delighted to play for you on their own infallible plans—there they all are at hom-burg an der Hohe, and in the winter season they have it all to themselves. Walking up and down the room, as if surveying their prey, are the cheft de partie and inspecteur des jeux; and sometimes you see the Homburg banker, a true son of Israel, who apes the English style of dress, but looks like a very German Jew indeed, conferring with these authorities of the administration, and, I doubt not, watching his customers very closely. If they are in his debt and don't pay him, he from the polls. He said he could do it, for claps them into prison with an alacrity and summariness of procedure which suggests a most accommodating readiness among the civil authorities. He had a young English lord—a very flyblown specimen of aristocracy, it must be confessed, but still "a real lord," for all that-in that cheerful retreat not long ago; perhaps he is there now. Besides the gambling salcons, now in winter there are the Kursasl reading rooms, liberally provided with German, and English newspapers and periodicals; a large concert and ball saloon, in which there are twice every day really first-rate performances by an orchestra of forty musicians; a luxuriously appointed cafe, with billiard tables; a restaurant, kept by a great Parisian restaurateur, where (if you do not mind the smoke of ex-crable German cigars while you are eating) you may have as good a dinner as at the Trois Freres in Paris; a superbly decorated theatre, and a vast covered promenade nearly three hundred feet long, decorated with shrubs, artificially warmed, and lined with seats, all under one roof, and, with the exception of the theatre, gratuitously accessible to every one provided with the green card before referred to. Of course the pleasure grounds, mineral springs, conservatories, etc., all belonging to the "administration," and by them kept in order, are equally free to all comers, even without a card. The current expenses of the they could play their desperate game without "administration" are in winter acout £70, and in summer £100 a day, not including the salaries of some of the more responsible employes of the gambling bank, who are very handsomely paid. The entire concern is the property of the company, and it pays a dividend of upwards of twenty per cent., besides its heavy annual tax for the "concession," and a variety of contributions which it is compelled to make to hospitals and institutions of public utility. Whence the company derives these enormous profits need not here be pointed out. Men and women, smitten with the gambling fever, are forever hastening to bring their money to the coffers of the administration. The more they lose the more they play, until they have no more to lose; and if they win, they become possessed with the greed for more, and go on until they lose too. When all their money has gone under the croupier's rake, and the coin into which the mont de picté has converted everything that may be deposited there has followed where the rest went, the penniless gamblers are fain to seek an interview with the "administration," who generally provide them with a third class railway ticket to their homes, if they have any, or to almost any tolerably distant town in Europe if they have not. This highly moral and proper state of things is per-mitted and protected by the Prussian Government, and has a lease of life for four years

> —Paris, gradually waking to woman suffrage now has a paper called the Woman's Journal. —La Ferule, a journal of the dissatisfied, is a new Parisian idea. Its form will be singular enough-a single leaf, long and narrow, with four columns to a page.

-A man down East has what he calls "the Alaska breed of fowls." They are a bright magenta color, and very handsome, but have probably been "doctored."

-Seventy Tennessee negroes are now trying to make the courts give them \$30,000, which was left them by the will of their former owner in case they went to Liberia.

-A lady of Manchester, New Hampshire, professed much annoyance on the receipt of anonymous letters reflecting on her character, which, it now appears, she herself wrote.

## RAILROAD LINES.

1868. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 630 A. M., via Camden and Amboy Accom., \$2-25 At 8 A. M., via Camden and Amboy Accom., \$2-25 At 8 A. M., via Camden and Amboy Express... 3-90 At 2 P. M., via Camden and Amboy Express... 3-90 At 6 P. M., for Amboy and intermediate stations. At 6-30 and 8 A. M. and 2-90 P. M. for Freehold. At 8 and 10 A. M., 2, 3-30, and 4-30 P. M. for Trenton. At 6-30, 8, and 10 A. M., 1, 2, 3-39, 4-30, 6, and 11-30 P. M. for Bordentown, Burlington, Beverly, and Delanco. PROM WALNUT STREET WHARP.

At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
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
Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and 8 P. M.
for Holmesburg, and intermediate stations.

Via Connecting Railway.

At 9-45 A. M., 1-20, 4, 6-30, and 12 P. M. New York

Express Lines, via Jersey City. Fare, \$3-25.

At 11-30 P. M., Emigrant Line. Fare, \$2.

At 9-45 A. M., 1-20, 4, 6-30, and 12 P. M., for At 9.45 A. M., 3, 6.30, and 12 P. M., for Bristol.

FROM WEST PHILADELPHIA DEPOT,

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-45 A. M., 6-30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9-45 A. M. 6-30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD

LINES,

PROM KENSINGTON DEFOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

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 P. M. Line connects direct with the train leaving P. M. Line connects direct with the train leaving the connects of the March Chunk Allentown, Bathle Easton for Mauch Chunk, Allentown, Bethle hem, etc.
At 5 P. M. for Lambertville and intermediate

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON AND HIGHTSTOWN RATEROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1·30, 3·30, and 5·30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1·30 and 3·30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown.

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

Depot.

Sieeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

will receive attention. TRAINS LEAVE DEPOT, VIZ.:- 8:00 A. M. Cincinnati Express
Eric Mail and Buffalo Express

Erie Mail and Buffalo Express . 10 45 P. M.
Philadelphia Express, 12 Night.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12
o'clock.

Philadelphia 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

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.
Eric Maii 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.
Eric Express 4:20 P. M.
Eric Express 4:20 P. M.
Harrisburg Accommodation 9:40 P. M.
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. TRAINS ARRIVE AT DEPOT, VIZ .:-

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.

EDWARD H. WILLIAMS,
429 General Squeriptendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1869, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTYFILST and CHESNUT Streets, 7-26 A. M., 9-30 A.
M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M.
Leave B. C. Junction for Philadelphia at 5:30 A. M.
and 1:45 P. M.
Trains leaving West, Chester at 7:40 A. M. will

Trains leaving West Chester at 7:40 A. M. will Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to hxpress Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by
the Chesnut and Walnut street cars. Those of the Market street line run within one square. The

ON SUNDAYS. Leave Philadelphia for West Chester at 8 00 A. Leave Philadelphia for B. C. Junetion at 7:15 P. M. Leave West Chester for Philadelphia at 7.45 A. M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at HENRY WOOD, General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1868.
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 train leaves Camden daily at 12 o'cleck, Freight received at second covered wharf below

Walnut street, daily.
Freight delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, GUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869.
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 Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philiadelphia at 9:15 P. M.

MORNING EXPRESS. At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falis, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Chamhalo, Wilkesparre, Pittsion, York, Carnsio, Chambersburg, Hagerstown, etc.,
The 7-30 A. M. train connects at READING with
East Pennsylyania Railroad trains for Allentown,
etc., and the 8-16 A. M. train connects with the
Lebanon Valley train for Harrisburg, etc.; at
FORT CLINTON with Catawissa Railroad trains
of Williampoort, Lock Hayon, Elmira, etc.; at for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumbor-land 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 Colum-

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at intarmediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.40 P. M.

READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all ray stations; arrives in Philadelphia at 10:15

Returning, leaves Philadelphia at 5:15 P. M .: Returning, leaves Philadelphia at 5·15 P. M.; arrives in heading at 8·05 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 Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12'45 noon, for Pottsville and all way stations; leaves Pottsville at 7'30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8.15 P. M. Leaves Philadelphia for heading 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., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-00 and 5-45 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage-lines for the various points in Ferklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXERESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 105 A. M., and 1:50 and 10:19
P. M., and connecting at Harrisburg with Pennsylvania and Northern Central kailroad Express
trains for Fittsburg, Chicago, Williamsport, Elmira Baltimore etc.

mira, Baltimore, etc.

leturning Express train leaves Harrisburg en arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading 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 through between Jersey City and Pittsburg without change. mira, Baltimore, etc. out 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 RAILROAD. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A, M., and 2:16 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:55 A. M. for Pineurove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:80 M., and from Tremont at 7:40 A. M. and 5:35

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

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

MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52-50 each for tamilies and firms.

SEASON TICKETS.

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

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

EXCURSION TICKETS From Philadelphia 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.

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

FREIGHT TRAINS
Leave Philadelphia daily at 4-35 A. M., 12-45
noon, 3 and 6 F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points be-

MALLS
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 2 15 P. M.

BAGGAGE. Dungan's Express will collect baggage for all rains leaving Philadelphia Depot. Orders can be eft at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PHILADELPHIA AND ERIE RAILROAD,—
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, Nov. 23, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:—

MAIL TRAIN leaves Philadelphia. 10-45 P. M.

"Williamsport 8-15 A. M.

arrives at Erie 9-50 P. M.

"Williamsport 8-50 P. M.

"Williamsport 6-30 P. M.

"Williamsport 6-30 P. M.

"Arrives at Lockhaven 7-45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie 10-55 A. M.

"Arrives at Philadelphia 10-00 A. M.

ERIE EXPRESS leaves Erie 6-25 P. M.

"Williamsport 7-50 A. M.

ERIE EXPRESS leaves Erie 6-25 P. M.

"Arrives at Philadelphia 10-00 A. M.

ERIE EXPRESS leaves Erie 6-25 P. M.

"Arrives at Philadelphia 4-20 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,

General Superintendent.

General Superintendent.

RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD, TIME TABLE Com-mencing MONDAY, April 12, 1869.—Trains will leave Lepot corner Broad street and Washington avenue, as follows:

Way Mail Trainat 8:30 A. M. (Sundays excepted), fer Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-

ton for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted) for
Bultimere and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at

ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre-de-Grace.

assengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 00 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Stations. Leave Wilmington 6:45 and 8:10 A. M., 1:30, 4:15. and 700 P. M. The S 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. From Baitimore to Philadelphia.—Leave Balti-more 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 Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Siceping 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. PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia fer Port Deposit (Sundays excepted) at 7:00 A. M. and 4:30 P. M.

excepted) at 7.00 Å. M. and 4.30 P. M.

The 7 Å. M. train will stop at all stations between Philadelphia and Lamokin.

Leave Philadelphia for Oxford (Sundays excepted) at 2.30 P. M.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5.40 Å. M., 9.25 Å. M., and 4.20 P. M.

Trains leaving Wilmington at 6.45 Å. M. and 4.15 P. M. will connect at Lamokin Junction with the 7.00 Å. M. and 4.30 P. M. trains for Baltimore Central Railroad. tral Railroad.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD.

FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M., 1, 2, 3\(\frac{1}{4}\), 3\(\frac{1}{4}\), 5, 5\(\frac{1}{4}\), 6, 6\(\frac{1}{4}\), 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7, 12, 8, 8 20, 9, 10, 11, 12

A. M., 1, 2, 3, 4, 4\(\frac{1}{4}\), 5, 6, 6\(\frac{1}{4}\), 7, 8, 9, 10, 11 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, 7, and 10\(\frac{1}{4}\)

Leave Germantown at 8-15 A. M., 1, 6, and 934

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 53, 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 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6½, 8:05, and 11½, P. M.

Leave Norristown at 5:40, 7, 7:50, 9, and 11 A. M., 1¼, 3, 4½, 5½, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½ and 7½ P. M.

Leave Norristown at 7 A. M., 5½ and 9 P. M.

FOR MANAYUNK.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, 2nd 11:05 A. M., 134, 3, 4½, 5½, 6½, 8:05, and 11:½ P. M.

Leave Manayunk at 6:10, 7½, 8:20, 9½, and 11½

A. M., 2, 3½, 5, 6½, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½ and 7½ P. M.

Leave Manayunk at 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT

CARMEL, PITTSTON, TUNKHANNOCK, AND 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 Tunkbarnock

winessarre, Mananoy City, Piteston, and Tunk-hannock.

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 5:60 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 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.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent. PROPOSALS.

PROPOSALS FOR SUPPLIES. OFFICE OF PAYMASTER UNITED STATES NAVY,)

OFFICE OF PAYMASTER UNITED STATES NAVY,
No. 425 CHESNUT Street,
PHILADELPHIA, April 13, 1869.

Sealed Proposals, endorsed "Proposals for Supplies," will be received at this office until 12 o'clock M. on the 19th instant, for furnishing the United States Navy Department with the following articles, to be of the best quality, and subject to inspection by the inspecting officer in the Philadelphia Navy Yard, where they are to be delivered free of expense to the where they are to be delivered free of expense to the Government, for which security must be given:—
FOR BUREAU OF CONSTRUCTION, ETC.
White Oak Plank, 73,000 board feet, from 4½ to 9

nches thick.
White Oak Logs, 199 cubic feet, 14 inches square. 40 to 50 feet long. Specifications can be examined at the Commandant's Office in the Navy Yard, and no offer will be received not in strict conformity therewith. Blank forms for proposals can be obtained at this

H. M. HIESKELL, Paymaster U. S. N. DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO.,

N. E. Corner FOURTH and RACE Sts., PHILADELPHIA. WHOLESALE DRUCCISTS,

Importers and Manufacturers of White Lead and Colored Paints, Putty,

Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZING PAINTS. Dealers and consumers supplied at lowest prices AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

APRIL 19 Superior Cabinet Purniture, No. 1707 Chas. APRIL 19—Household Furniturs, at Paschaiville,
APRIL 19—Household Furniturs, at Paschaiville,
APRIL 20—City and Country Residences, valuable
Stores, desirable Dwellings, large Lots, Ground Rents,
Bank and other Stocks and Loans, at 12 o'clock, noon, at

the Exchange.

APRIL 21—Handsome Furniture, No. 2015 Grean,
APRIL 22—Furniture, Nos. 135 and 141 S. Fourth,
APRIL 23—Handsome Furniture, No. 110 S. Eighteenth,
APRIL 24—Raifrond from, Broad and Market,
APRIL 24—Raifrond from, Broad and Market,
APRIL 25—Hesidence and Furniture, No. 1748 N. Tenth,
APRIL 25—Furniture, Nos. 125 and 141 S. Fourth,
APRIL 35—Handsome Furniture, No. 1303 N. Sixth,
MAY 1—Elegant Country Soat, Horses, Carriages, Cows,
etc., carner old Yerk road and Cholten syenue,
MAY 3—Elegant Residence and Furniture, No. 1910
Spruce street. Spruce street.
Full particulars in catalogues and handbills, and advertisements under their auction head.
4 is at

Peremptory Sale at No. 1707 Chesnut street.
STOCK OF SUPERIOR CABINET FURNITURE.
On Monday Morning.
19th instant, at 10 o'clock, at No. 1707 Chesnut street, by catalogue, the entire stock of superior furniture, including elegant rosewood and walnut parler suits, various coverings, superior dining-room, library, and hall furniture, bookcases, clegant walnut chamber suits, superior ward-robe, lounges, chairs, etc.
The entire stock was made by Thomas McGuin expressity for his wareroom sales, and is of the first quality, and to be sold without reserve.

4 15-31.

MARTIN BROTHERS, AUCTIONEERS, Y1 (Lately Salesmen for M. Thomas & Sons.) No. 525 CHESNUT Street, rear entrance from Minor.

TO FLORISTS AND OTHERS. TO FLORISTS AND OTHERS.

Estate of Joshua Longstreth, deceased.

Executors Sale—Very Valuable and Choice Collection of HOT HOUSE PLANTS, HOT HOUSES, SASH, ETO.

On Saturday Morning.

17th inst., at 11 o clock, at Nineteenth street and Turner's lane, by order of executors of estate of the late Joshua Longstreth, deceased, by catalogue, the entire large collection of extra valuable hot-house plants, including 7a Azalias, 250 Camilias, Estralays Cactos, Cycus Revolution, 150 Dahlias, and a very large number of very fine and very valuable plants.

GREEN-HOUSES, SASH, WALKS, ETC. Large quantity of green-house sush, walks, flower-stands, oricks, tanks, etc. comprising the large and extensive May be seen two days previous to sale.

Executors' sale, Nineteenth and Turner's Lane,
Estate of Joshua Longstreth, deceased.

SUPERIOR HOUSEHOLD FURNITURE, LARGE
FRENCH PLATE MIRRORS, FINE BRUSSELS
AND OTHER CARPETS, HAIR MATTRESSES,
FEATHER BEDS, 4 HORSES, 6 CARRIAGES, 2
WAGONS, CARTS, HARNESS, ETC., ETC.
On Tuesday Morning,
20th inst., at 10 o'clock, on the premises, Mineteents
street and Turner's lane (adjoining the German Hospital),
by order of executors of the late Joshua Longstreth, deceased, by catalogue, the entire furniture, including superior parler, chamber, and dining room furniture; I large
fine French plate mirrors; fine hair mattresses; feather
beds; table and bed liner; fine china and glassware; fine
plated ware; fine Brussels and ingrain carpets; gardon
rollers; tools, etc.

Also, 4 horses, 4 carriages and coupe, 2 market wagons,
double and single harness, etc.

Assigness' Peremptory Sale at the Auction Rooms.

Assignees' Peremptory Sale at the Auction Rooms.

EXTENSIVE SALE OF UPHOLSTERY GOODS,
Lace and Heavy Window Curtains, Very Fine Window
Shades, Reps, Terries, Cornices, Tassels, Cords, Fringos,
Gimps, Etc. On Friday Morning,

On Friday Morning,
23d inst., at 10 o'clock, at the auction rooms, No. 529
Chesnut street, by catalogue, by order of assignees, the
large and extensive stock of upholstery goods, including
fine lace window curtains, reps, terry and chintz lambroquins, line reps, terries, very line window curtains, corda,
tassels, fringes, gimps, tacks, walnut and gilt cornices,
curtain bands, bell pulls, etc.
415 6t

BUNTING, DURBURROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, OIL-CLOTHS, CANTON MATTINGS, ETC.

On Friday Morning.

April 16, at 11 o'clock, on four months' credit, about 200 pieces of ingram, Venetian, list, hemp, cottage, and rag carpetings, floor oil-cloths, mattings, etc.

10 pieces extra superfine damask worsted Venetians, high cost goods, in sets.

10 pieces extra superfine ingrains.

The particular attention of the retail trade is requested to the above goods, all the manufacture of the Oxford Company.

Company.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC. On Monday Morning, April 19, at 10 o'clock, on four months' credit. SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.,
On Tuesday Morning,
April 20, at 10 o'clock, on four months' credit.
Also, A LARGE STOCK OF A WHOLESALE BOOT
AND SHOE HOUSE,

AND SHOE HOUSE, with the shelving, fixtures, etc., of the same, by order of [4145t] THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom St.

Sale No. 1110 Chesnut street.

SUPERIOR HOUSEHOLD FURNITURE, FINE CARPETS, ROSEWOOD PIANO-FORTES, LOOKING-GLASSES, PLATED WARE, CUTLERY, GLASSWARE, COTTAGE FURNITURE, ETC.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold the largest assortment of Household Furniture offered this season, including—filegant parlor suits, in plush and reps; splendid walnut chamber suits; warnut library suites; bookcases; office tables and desks; wardrobes, with mirror doors; extension dining tables; spring and hair mattresses; hair cloth furniture; variety of cane-seat chairs; sideboards; lounges, etc.

CARPETS:—About 50 Brusseis, ingrain, and Venetian carpets. LOOKING-GLASSES.—At 2 o'clock will be sold an invoice of 100 walnut, gilt, and resewood-frame looking-

Basses.
COTTAGE FURNITURE—Also, an invoice of walnut and oak suits of elegant cottage chambler furniture.
PLATED WARE AND CUTLERY.—Also, an invoice of silver plated ware and table cutlery.

By B. S. C. O. T. T. J. R..
SCOTT'S ART GALLERY, No. 1020 CHESNUT Street, Philadelphia.

SPECIAL SALE OF A COLLECTION OF MODERN PAINTINGS.
On Thursday and Friday Evenings,
15 and 16 inst., at ½ before 8 o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold a collection of modern paintings, all by good artists; comprising landscapes, river, and mountain views, marines, etc. The above are all mounted in nest gold-leaf frames.

4 13 3t.

On Friday Morning.

16th instant, at 10% o'clock, at Scott's Art Gallery, No. 1020 Chosnut street, will be sold a full assortment of best quality triple silver-plated ware, manufactured by Mr. H. Bechtel, No. 716 Arch street.

Also, the balance of invoice of Messrs, Viti Bros., fate importation, comprising the usual variety.

CLARK & EVANS, AUCTIONEERS, NO. 630

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimores, Hosicry, Stationery, Table and Pocket Outlery, Notions, etc. City and country merchants will find bargains, Goods packed free of charge.

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street. SALE OF 1:200 CASES BOOTS, SHOES, BROGANS.
ETC.
On Monday Morning,
April 19, at 10 o'clock.
Also, a large line of city-made goods.
N. B.—Sales every Monday and Thursday.
[4 15 32]

No. 239 MARKET Street. CONSIGNMENTS of American and Imported Deg Goods, Notions, Millinery Goods, and Stocks of Goods solicited. [3 27 td] BY LIPPINCOTT, SON & CO., AUCTION-KET Street.

ZEENAN, SON & CO., AUCTIONEERS, NO 112 N. FRONT Street.

STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN RAGLE FURNACE.
This is an entirely new heater. It is so constructed
as to once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its
construction, and is perfectly air-tight; self-eleaning, having no pipes or drums to be taken out and cleaned. It is
so arranged with upright flues as to produce a larger
amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as
produced by my new arrangement of evaporation will at
once demonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy stmosphere.
Those in want of a complete Heating Apparatus would
do well to call and examine the Golden Eagle,
OHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street
Stoves, Low Down Grates, Vantilators, etc., always on
hand.
N. B.—Jobbing of all kinds promptly done.

5 194 NOTICE.-THE UNDERSIGNED

N. B.-Jobbing of all kinds promptly done.

THOMPSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or bulble institutions, in TWENTY DIFFERENT public institutions, in TWENTY DIFFERENT SIZES Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Hollers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retal, by the manufacturers, Stoves, etc., wholesale and retal, by the manufacturers, No. 269 N. SEÇOND Street.