# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, AUGUST 9, 1869.

# E LOUISE DE FRANCE.

London Athenaum, in a review of a of Madame Louise de France, Daughter ouis the Fifteenth, known also as Mother rese de St. Augustin," which has just en published in London, gives the followaccount of that princess:--The Princess Louise in very early years had

he idea of one day becoming a nun, and cried bitterly once when an attendant spoke of some prince as her intended husband. the age of fourteen she was removed from the convent, and took her place at court with al the honors of a daughter of France. But by this time she had lost all taste for the honor and glories of royalty. It is touching to read of her endeavors to keep up the kabits of de votion and inward life which she had formed during her sojourn at Fontavrault. Shi loved her mother intensely. Writing of he at a later period, she says; -"I used to watch the Queen, my mother, with great admiration I used to wish to be more with her, and I have more personal intercourse with her one's natural affections are forced to yithe customs and etiquette of a court. Princess found the business of court wearisome exceedingly; and, from all ac counts, the court circle of Maria Havainsh was very dull indeed: hunting and riding were the only pleasures Madamo Louise really enjoyed. Her religious feelings grow daily stronger. The death of a favorit sister, Madame Henriette, made a goat im pression upon her. She writes to a friend "Henriette lived the life of a saint, she way always praying, even when she was obliged to go to the theatre." The intimate friend of her mother, the young Countess de Russchwands about this time became a Carmelite, and he example gave a definite shape to the desire of the Princess to embrace a religious life, thoug she shrank at that time from 12 1003000 austerities of the Carmelite order. insight is incidentally given into the want of all privacy in Court life. The Princess having obtained a copy of the Carmelite rules, she locked them up in a silver reliquary and read them by stealth. An old groom of the chamber, who had been her attendant, told the Abbe Figon she was never cross with him but twice. which so astonished him that long afterwards he ventured to ask her what he had done; he had come, she said, into the room where she was reading this little book, and she did not wish to be discovered. She did not dare to tell her mother of her desire to be a Carmelite; the Queen's health was failing, and she did not wish to distress her. The health of the Princess was also delicate, and she knew she could not gain her consent; so she waited, trying to accustom herself secretly to austerities that she could practise without discovery, such as sitting for hours without five in winter, and eating everything she most disliked; buther grand triumph was in tallow candles. She detested the smell of tallow: but knowing the Carmelites burned nothing else, she se cretly obtained a packet of very common tallow candles. At first, she could searcely bear to have them in her room; but at length she ventured to light one for a few moments, and, by degrees accustomed herself to use them constantly, always lighting them when left alone for the night; also, she procured a hair shirt, and wore it next her skin, beneath her fine clothes-the poor Princess! She was thoroughly sincere, and did the best she knew.

The death of the Queen made the life of her daughters very dreary. Madame Louise no longer concealed her ardent desire to become a Carmelite, and the Archbishop of Paris, the courtly M. de Beam tont, undertook to speak to the King. Louis was both startled and pained; he leaned on the back | and refused the offered permission to wear her of an arm-chair, and buried his face own shoes. When the period of her noviciate he said he would give his answer in a fortnight. All through this formight he never saw his daughter; in the end, he wrote her his consent in"a very natural and affectionate letter. Amongst other things, he says, "I have made forced sacrifices this will be a voluntary sacrifice on your part. God will give you strength to endure your new life; for, the step once taken, there is no coming back. I embrace you heartily, dear daughter, and give you my blessing. The Princess was royally impatient; she sent for the Abba Bertin, the Director of the Carmelite Conven of St. Denis, and said, "I am going to be a Carmelite, and I am coming to the Convent of St. Denis, of which you are the Superior. I want your permission to no there, and I want to go there without delay. The Abbe had his breath taken away. The Convent of St. Denis was so poor that, austere as the rules were, the inmates ran some risk of being starved to death unless some help came very speedily. The convent was unusually strict, and many additional severities had been added to the rules; it was called the "La Trappe of Carmel." The Princess would listen to no arguments; she would enter this convent, and no other. The Abbe said she must obtain a formal consent from the King, as no one could be accepted without bringing a written consent from the parents. This she undertook to obtain; and the Abbe Bertin went away to prepare the convent for the new inmais. The Princess had begged, as a sole indulgence, that having been accustomed all her life to very broad and easy stairs, there should be a cord put to the stairs she would have to use at the convent to guide her up and down. The Abbe was quite ready to turn the convent inside out to make it more commodious for the Princess. He ordered balastrades to all the stairs, and the eider to be replaced by winehe ordered the nuns to give up their boarder. a lady whose payment was their only source of revenue-he made alterations in the apartments, and the good needs were driven to distraction: for he never said a word about the Princess. The King, who was at Choisy, wrote an affectionate note, and the required formal permission. The Princess, to avoid leave-takings, told her sisters she was going to St. Denis to visit her mother's grave; and in her ordinary attire, and attended by her lady and equerry in waiting, she drove to the convent, and arrived whilst the Abbe was in the act of telling the nuns, The astonishment and indignation of the lady-in-waiting, when she was told by the Princess that she did not intend to return, were almost comic. She began by screaming, then fainted away, and on her recovery, she proceeded to scold. The Princess produced the order of the king, which settled the matter, and the lady and the equerry reluctantly returned to Versailles without their mistress, whilst the Princess proceeded to the chape with the nuns, in great delight and flurry of spirits at having at last accomplished the first step of her desire. Her great motive had been the desire to work out her father's con-The account of her sojourn in the convent version. is very entertaining. The nuns, the prioress, the confessor, and the Archbishop of Paris would all fain have softened the rigor of the Carmelite rules in behalf of the Princess but the Princess was too thoroughbred to accept any compromise. She insisted upon the rules being strictly enforced; she had not

come to play at being a nun, but to become one in reality. She believed with all her heart that she was making the sacrifice of herself and her own will to the service of Heaven, and the more self-denial and mortification the more acceptable her offering would be; so she had chosen the hardest rule she could find.

The first night that she passed in the convent a whimsical difficulty arose-the Princess had never undressed hers of in her life. and did not know how to set about it. One of the sisters, who had seen sorrething of the world in former days, guesses at the diffi-culty, and obtained leave to assist her. Then the Princess had brought no night-clothes, and a nightcap had to be borrowed from a lay sister.

The Princess was thirty-three years of age when she entered on her convent life, and she never flinched from the severest austerities. Her retirement from the world made a great noise at the time, and the Due de Choiseul announced it formally, and with much pomp, to all the European courts. The King often went to see his daughter, and was very gracious and pleasant to the nuns. Seated upon the straw bed in her little cell, he found it "very hard, though a funtcuil was always placed for etiquotie; he frequently stayed to join in whatover religious service in the chapel might be on hand, desiring that no notice might be taken of him. The sisters, Mesdames Adelaide, Sophia, and Victorine, were grieved to lose their sister; they wrote charming notes to their "cher petit cour;" indeed, the evidence of simple sisterly love amonst these poor princesses is very touching; they were not elever, but they had thoroughly good and refined natures, and they continued good, innocent human beings in the midst of that terrible and corrupt Court,

The Princess was very ardent in her new mode of life, refusing all dispensations: however, in the severe Lent fast she was commanded to eat fish once a day, which she detested, and as it was neither well-dressed nor particularly fresh, it became, to her great satsfaction, an additional penance. She was, however, evidently much happier in the convent than she had been at Court. The rules, she said, were far lighter than those of Court stiquette: besides, she enjoyed the novelty of having computions and equals, and even of having a superior. There is an account of her delight at taking her turn in kitchen-work. At first there was a difficulty made about a suitable costnme: she had nothing but her Court attire, being only on trial, and not even as yet a novice. She would gladly have gone to work just as she was, but the thrifty Pri-oress made her understand that those magnificent silk dresses would hereafter make beautiful vestments for the services at the altar; so the Princess wrote to her father to send her a proper kitchen-maid's dress. The King did not know much about the costume suitable for that department, but the result was a dress made in the height of the fashion, of mink silk taffeta, which she put on with great complacency, and began at once to scour an immense black kettle, rubbing it outside as well as inside, and wondering why it did not come bright ! Her difficulties with the dirty candlesticks were great, and even cost her tears, for they would not grow clean upon her hands. Her zeal in sweeping and brushing and dusting was often greater than her success; but there was nothing she refused: she enjoyed doing everything, and her bright, cheerful submission to the rules was a constant lesson and a great charm to the community. She suffered much from the use of the flat-soled convent shoes, after being all her life accustomed to high heels; she never complained, but persevered.

pomp and ceremony, wearing for the occasion a most dazzling attire shot with gold, and embroidered in colored flowers, with more than a million frances worth of diamonds on her neck and arms. The Pope sent her an autograph letter of the most paternal politeness, the Nuncio officiated at the coremony, all the Court attended ; the King alone was absent ; and thenceforth she became Sister Therese de St. Augustin. She was twice elected Prioress of the order, and she did her duty thoroughly and well. Whatever may be our objections to conventual life and conventual vows, it is impossible to withhold respect from the simpleminded, single-hearted piety of the Princess Louise. She lived till the 5th of September, 1785; two days before her death Marie Antoinette and her two children and Madame Elizabeth visited her; she had borne a long and very painful illness with courage and gentleness. On leaving her, the Queen exclaimed, "How can one suffer so much and be so calm ?" The last words of the Princess were, "My God, my all, my eternal portion." She was taken away from the cyll which was so shortly to fall on her family. She was buried in the royal vaults of St. Denis, and her grave shared the fate of those of her ancestors, which, in 1793, were descerated, and the remains thrown out into a pit.

RAILROAD LINES.

PAILROAD LINES. PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD. TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4:35, 5:66, 5%, 6, 6½, 7, 5, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 714, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 814, 6, 614, 7, 8, 9, 10, 11 P. M. The 8 20 down train and 324 and 554 up trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2, 4.05, 7, and 10% P. N Leave Germantown at 8.15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 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 9:95 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUREN AND NORMISTOWA. Leave Philadelphia at 6, 7%, 9, and 11% A. M., 13, 3,4%, 5, 5%, 6%, 805, 10°05, and 11% P. M. Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A. M. 13%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogec's, Potts' Landing, Domino, or Schur's Inne.

ne. The 5 P. M. train from Philadelphia will stop only Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 8, 4%, 6, 5%, 6%, 805, 10.05, and 11% P. M. Leave Manayunk at 610, 7, 7%, 810, 9%, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. The 5 P. M. train from Fhiladelphia will stop order at School Dage and Manayunk

only at School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9%

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

DEPUT MAY IN AND GRADN STREET. PHILADELPHIA, WILMINGTON, ANS BALTIMORE RAILROAD.-TIME TA-BLE.-Commission MONDAY, May 10, 1889.-Trains will leave Depot corner Broad street and Washington avenue as follows:-Way Mail Train at 830 A. M. (Sundays excepted), Way Mail Train at 830 A. M. (Sundays excepted),

or Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Winning-on for Orisfield and Intermediate stations, Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Mayre-de-Graco. Connects at

Vilmington with train for New Castle, Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havrede-Grace, Aber-deen, Perryman's, Edgewood, Magnolla, Chase's,

Night Express at 11:30 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thur-iow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolla Passengers for Fortress Monroe and Noriolk will

take the 12'00 M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphi

and Wilmington. Leave Philadelphia at 11:06 A. M., 230, 5:00, and 7:06 P. M. The 5:00 P. M. Train connects with Delsware Railroad for Harrington and interme-Delsware Railroad for Harrington and interme-diate Stations.
Leave Wilmington 6:39 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 P. M. Train from Wilmington runs daily; all other Ac-commodation Trains Sundays excepted.
From Baltimore to Philadelphia, -Leave Balti-more 7:25 A. M., Way Mall; 9:35 A. M., Express; 2:36 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE, Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perrytille, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad. Philadelphia and Baltimore Central Railroad. Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M. and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M. The 7:00 Å. M. Train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:30 P. M., Tunning to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 Å. M., 9:26 Å. M., and 2:30 P. M.

### RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK AND WAY PHILADELPHIA TO NEW LINES FROM PHILADELP YORK, AND WAY PLACES.

YORK, AND WAY PLACES. FROM WALNUT STREET WHARF. At 6:30 A. M., via Camdon and Amboy Accom. \$2:25 At 8 A. M., via Camdon and Jersey Oity Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

Trepton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 1:80 P. M. for Bordentown M. 2, 3:30, 4:30, 6, 7, and

At 0.20 n. M. 107 Boltanco. At 0.20 and 10 A. M., 12 M., 3.20, 4.30, 6, 7, and 11 30 P. M. for Edgewater, Riverside, Riverton, Falmyra, and Fish House, and 2 P. M. for Riverton. The 11 30 P. M. line leaves Market Street Ferry

(upper side). FROM RENSINGTON DEPOT.

At 11 A. M., via Kensington DEPOT. New York Express Line. Fare, \$5. 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. and 6 P. M. - Brigtol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

ille and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.

At 5:50 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek'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, Wis-sineming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Editors.

YIS Connecting Railway. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 43:25, At 11:30 P. M., Emigrant Line. Fare, 42, At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdule, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, The 9:30 A. M., 6:45 and 12 F. M. Lines will run daily. All others, Sundary operated

faily. All others, Sundays excepted BELVIDERE DELAWARE RAILROAD LINES.

FROM RENSINGTON DEPOT. At 7:20 A. M. 107 Niagara Falls, Buffalo, Dun-

At 7-30 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Ozwogo, Syracuze, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Maxeh Churk, Wasterry, Bethiahom circ Manch Chunk, Allentown, Bethlehet

At H A. M. and 5 P. M. for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STRUKT PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 246, 330, 5, and 630 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 7 A. M., 107 Lewislown, Wrightstown, Cocks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cockstown, New Egypt, Horners-town, Cream Eldge, Imlaystown, Sharon, and Hightstown. 1 10 WILLIAM H. GATZMER, Agent,

TENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

St MMER TIME. The trains of the Fennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each weak backer Went and Mathematic products of the street street of the street of the street of the street rain leaving Front and Market streets thirty ninutes before its departure. The Chesnut and Wainut streets cars run within one square of the Denot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, and at the Depot.

Agents of the Union Transfer Company will call or and deliver baggage at the depot. Orders laft if No. 201 Chesnut street, or No. 116 Market street,

2.30 P. M. 4.00 P. M. 5.30 P. M. 8.00 P. M. Lancaster Accommodation . . . Parkesburg Train 

Philadelphia Express, 12 night. Philadelphia Express, 12 night. Erie Mail leaves daily, except Sunday, running on Salurday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12

Philadelphia Express leaves dally. All other trains daily, except Sunday. The Western Accommodation Train runs daily,

#### RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION. At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falia, Burfalo, Wilkesbarre, Pittaton, York, Carlisle, Chamborsburg, Haggerstown, etc. Hagerstown, etc. The 7'30 A. M. train connects at READING with

ast Pennsylvania Railroad trains for Allentown, tc., and the S-15 A. M. train connects with the East Per Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ey, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York, Chambers-altz, Phegrove, etc. urg, Pinegrove, etc.

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

POTISTOWN ACCOMMODATION. Leaves Pottstown at 625 A. M., stopping at Inter-mediate stations; arrives in Philadelphia at 840 A. M. Heturning, leaves Philadelphia at 430 P. M.; arrives in Potistown at 640 P. M. EEADING ACCOMMODATION.

BEADING ACCOMMODATION. Leaves Reading at 7-39 A. M., stopping at all way stations; arrives in Philadelphia at 5-0-15 A. M., Returning, leaves Philadelphia at 5-0-P. M.; ar-tives in Reading at 5-P. M., and connects with the market train for Pottsville. Trains for Philadelphia leave Harrisburg at 5-10 A. M., and Pottsville at 9-A. M., arriving in Philadel-phila at 1-P. M. Afternoon trains leave Harrisburg at 2-P. M., and Pottsville at 2-45-P. M., arriving at Philadelphia at 6-55-P. M. Harrisburg Accommodation leaves Reading at

Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12.45, noon, for Pottsville and all way stations: leaves Pottsville at 5.40 A. M., connecting Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at s A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for at S 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

points take the 730 A. M., 1245, and 440 P. M. trains from Philadelphia. Returning from Downingtown at 640 A. M., 190 and 545 P. M. PERKIOMEN RALLROAD. Passengers for Skippack take 730 A. M., 430 and 545 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A. M. and 100 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 105 A. M. and 150 and 1949 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

PENN STEAM ENGINE AND BOILER WORKS .- NEAFIE & LEVY, BACTICAL AND THEORETICAL MAATES, BLACKSMITHS, and FOUNDERS, baving for many years been in successful operation, and been et-classical results, and FOUNDERS, baving for many years been in successful operation, and been et-classical statements, and been et-classical statements, etc., etc., respectively for their sor-vices to the public as being fully prepared to construct for engines of all sizes, Marine, River, and Stationary; baving sets of patterns of different sizes, are prepared to construct for engines of all sizes, Marine, River, and Stationary; baving sets of patterns of different sizes, are prepared to construct orders with quick despatch. Every description of patterns making mide at the shortest notice. High and Low; pres-making mide at the shortest notice. High and Low; pres-making mide at the shortest notice is discussed to the best Ponn-sylvania. Charcoal Iron. Forginger of all sizes and kinds, fron and Brass Castings of all descriptions. Roll Turning, serve Cutting, and all other work connected with the anove busines.

more, etc. Returning Express train leaves Harrisburg on Recurning Express train leaves (narrisourg on arrival of Pennsylvania Express from Pittsburg at 540 and 550 A. M. and 1050 P. M., passing Read-ing at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. 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, SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsville at 6:30 and 11:30 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 6-25 A. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove and Tremont, returning from Harrisburg at 6-20 P. M., and from Tremont at 6-45 A. M. and 7-40 P. M.

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

J. VAUGHN MERBICE. WILLIAM H. MERBIOK. JOHN E. COPE. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, S WASHINGTON Streets, FIFTH AND Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one MÉRRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. 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 Bollers, Gasometers, Tauks, Iron Boats, etc. Castings of all kinds, either Iron or Brass, Iron Frame Roofs for Gas Works, Workshops, and office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhundelphia, or of G. A. Nicolis, General Superintendent, Reading, COMMUTATION TICKETS.

AUO TION SALES.

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 222 and 244 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, ETC. On Tuesday Morning, Aug. 10, at 10 o'clock, on four months' credit. 845t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, August 12, at 10 o'clock, on four months' credit. [8656

LARGE SPECIAL AND PEREMPTORY SALE OF HOSIERY, GLOVES, AND STAY BINDINGS, The Importation of Mr. George O. Evans, On Friday Monting, Aug. 13, at 19 o'clock, on four months' credit. [875]

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Morning, August 13, at 11 o'elock, on four months' credit, about 206 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings. [87.54]

MARTIN BROTHERS, AUCTIONEERS,-

M (Lately Salesmon for M. Thomas & Sona.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 523 Chesnut atreet, HANDSOME WALNUT PARLOR, CHAMBER, AND DINING ROOM FURNITURE, LARGE FINE FRENCH PLATE MIRRORS, LARGE AND SUPFE-RIOR FIREPROOF SAFES, FINE BRUSSELS CAR-PETS, COUNTERS, SHELVING, ETC. On Wednesday Morning, August II, at 10 o'clock, at the Auction Rooms, No. 529 Chesnut strast, very excellent and desirable household furniture, etc. 83.2.

L IPPINCOTT. SON & CO., AUCTIONEERS, No. 340 MARKET Street.

FIRST FALL SALE OF FOREIGN AND DOMESTIC DRY GOODS, NOTIONS, MILLINERY GOODS,

DRY GOODS, NOTIONS, MILLINERY GOODS, Etc., will take place On Wednesday Morning, August II, at 10 o'clock, by catalogue, on four months credit. 864t

C. D. MoCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1200 CASES DOOTS, SHORS, BROGANS, ETC., 170.

On Thursday Morning, August 12, at 10 o'clock, including a large line of city made

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street, rear entrance No. 1107 Sanson street.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

BSCOTT'S BART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO.

above business. Tynwings and specifications for all work done at the establishment iree of charge, and work guaranteed. The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect salety, and are pro-vided with abears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C NEAFTR

MERRICK & SONS

SOUTHWARK FOUNDRY,

No. 430 WASHINGTON AVENUE, Philadelphia.

WILLIAM WRIGHT'S PATENT VARIABLE

CUT-OFF STEAM ENGINE,

MERRICK'S SAFETY HOISTING MACHINE.

DAVID JOY'S

PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S PATENT SELF-CENTRING, SELF-BALANCINI CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR.

For Cotton or Woollen Manufacturers. 7 10 mwi

ADELPHIA.

Sole Agents for N. Billeux's Sugar Boiling Appa-

Sole Agents for A. Differences Sought Doning Apple ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-

CIRARD TUBE WORKS.

JOHN H. MURPHY & BROS.

Manufacturers of Wrought Iron Pipe, Etc.

PHILADELPHIA, PA.

4 305

Regulated by the Governor.

Patented June, 1868.

ing Machines.

8 15

PENN STEAM ENGINE AND

JACOB C. NEAFIN, JOHN P. LEVY, BEACH and PALMER Streets.

-A road from Broadway, Saratoga, to the new

"Loughberry Lake," formed by the damnlog of a stream, will shortly be opened. —The property above "Love Lake," Saratoga, has been bought by John A. Griswold and others, and will be laid out as a residence park. A critical correspondent declares Newport in 1869 to be "the cream of snobdom: the very upper ten of bottomless pretension, unless, indeed, we except Saratoga.

### ROOFING.

1	D	E	A	Ð	Y is adap	R	0	0	F	I	N	G
1	33.	This	Rot	fing	is adap	sted t	in all	buil	dim	25.	It o	an.

applied to STEEP OR FLAT ROOFS at onwhilf the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoid ing the damaging of cellings and furniture while under going repairs. (No gravel used.) PRESERVE YOUR TIN ROOFS WITH WELTON' ELASTIC PAINT. I am always prepared to Repair and Paint Roofs at shor notice. Also, PAINT FOR SALE by the barrel or gallon the basi and obsepts in the market. W. A. WELTON, 217; No, 711 N. NINTH Street, above Costes.

TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.- Roofs Yes, res. Every size and kind, od or new. At No. 68 N. THIRD Street, the AME RICAE CONCRETE PAINT AND ROOF COMPANY are selling their colebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid com-plex roof covering, the best ever offered to the public, with braches, cans, burkets, etc., for the work. Anti-vermin, Fire, and Water proof i Light, Tight, Durable. No crack ing, pealing, or shrinking. No paper, gravel, or heat. Good for all elimatos. Directions gives for work, or mod work men supplied. Care, promptanes, cartainty! One prior Call Examined Judge! Month of the interview of the theory. Principal.

O LD GR with May 8 156m	AVEL stic Slate,	ROOFS COVERED OVER e, and warranted for ten years. HAMUJON & CORFER, No. 45 S. TENTH Street.							
C O R N. H. co	BAG JOI mer of M	HN T ARK Phila	UFA BA ET a	ILR nd V	WAT	RR	Stre	G otn,	E
DE. Grain, Flow Lorge and 2.935	r, Salt,	ery de Saper	Phi t, E	mpha 10.	te i	of 1	áme		

DE. KINKELIN CAN BE CONSULTED ON all diseases of a certain specially. Office hours, St g K No. SF S. ELLEVENTH Street.

excepted) at 540 A, M., 925 A, M., and 230 P, M. Leave Chadd's Ford for Philadelphia at 615 A, M. A Sunday Train will leave Philadelphia at 800 M. for West Grove and Intermediate stations. Returning, will leave West Grove at 4:30 P. M. Trains leaving Wilmington at 6:80 A. M. and 4:16 P. M. will connect at Lamokin Junction with the A. M. and 4.30 P. M. trains for Baltimore Cen-

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. Company. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD. COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-

 10 WS: 9:00 A. M., Cape May Express, due 12:25.
 8:15 P. M., Cape May Passenger, due 7:15.
 4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.
 Sunday Mail Train leaves at 7:15 A. M., due 10:45. Cape May Freight leaves Camden dally at 9-20

RETURNING, TRAINS LEAVE CAPE MAY, 6 50 A. M., Morning Mail, due 10 08 A. M. 9 00 A. M., Fast Express (commencing on Mon-

9'00 A. M., Fist Express (commencing on mon-day, July 5), due 12'07. 5 to P. M., Passenger, due 8'22 P. M. Sunday Mail Train leaves Cape May at 5'10 P. M. Cape May Freight Train leaves daily at 5'40 A. M.

TICKETS.

TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Cam-den and Cane Max. len and Cape May, For Millville, Vincland, Bridgeton, Salem, and

For Multiville, Vinciand, Bringeton, Satoli, and intermediate stations, leave Philadelphia at 8'00 A. M., mail, and 8'30 P. M., passenger. An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Fliladelphia daily at 6'00 P. M. Returning, leaves Glassboro at

Commutation books of 100 checks each, at re-luced rates, between Philadelphia and all stations

FREIGHT TRAINS LEAVE CAMDEN For Cape May, Millville, Vineland, etc., etc.,

20 A. M. For Bridgeton, Salem, and way stations, 12-00

noon.

100n. Freight received at first covered wharf below Walnut street. Freight delivery, No. 228 S. Delaware avenue. 71 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILEOAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1869.

Through trains leave	Vine	Street	Ferry	as f	01-
::BW0					
special Excursion	en e			51A.	M.,
601					
'reight (with passenger					
Express, through in 194	hours		.0.1	5.10	M
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Freight (with passenge	r car).	(COLORIDADE)	11.5	0 A.	$M_{*}$
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AD OXITA EXPLOSE 1	rain (	through	sn 13	( hou	tric)
Will leave Vine Street 1	OTTV 6	Very S	turday	0 at 5	2.00
F. M., returning, leave	Atlan	tic (lity	on Mo	nday	/ at
9.40 A. M.			WAR LING	An com J	
Local trains leave Vi	in a list is	0.01			
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Hammonton.	NAT	1 10 10 A	4	10 27	31,

Leaves Vine street. Leaves Vine street. Leaves Vine street. Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are is-sued, \$3. Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 20 S. Fifth street. § 29 D. H. MUNDY, Agent.

6 29 D. H. MUNDY, Agent.

except Sunday. For this train tokets must be procured and baggage delivered, by 5 P.M., at No.

Ticket Agent at the Depot. The Pennsylvania Railroad Company will not The Pennsylvania Randod Company with how assume any risk for Biggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

owner, unless taken by special contract. FDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD. - SUMMER ARRANGE-MENT. - On and after MONDAY, April 12, 1849, MENT,---Un and atter MONDAY, April 12, 1859, Trains will leave as follows:--Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 0:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 Department.

Leave West Chester from Depot, on East Mar-

Leave west chester from Depot. And A. M., 1910 A. M., 195 P. M., 460 P. M., and 645 P. M. Leave Philadelphia for B. C. Junction and Inter-mediate points at 1230 P. M. and 545 P. M. Leave B. C. Junction for Philadelphia at 530 A. M. and

leaving West Chester at 7:40 A. M. will

Train leaving West Chester at 7:40 A. M. will step at B. C. Junction, Lenni, Glen Hiddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media. Glen Riddle, Lenni, and B. C. Junction. 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 Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and will change cars at B. C. Junction. train leaving romaterium and the second directly by change cars at B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. These of the Market street line run within one square. The ars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. M. and 2:50 P. M. Leave Philadelphia for B. C. Junction at 7:15 P. M. arrival.

Leave West Choster for Philadelphia at 7.45 A. M. and 4.45 P. M.

d. and 4 45 P. M. Leave B. C. Junction for Philadelphia at 6:09 M. WILLIAM C. WHEELER, A.M. General Superintendent. A. MI. 4 105

A. M. General Superintendent. 4 105 General Superintendent. THILADELFHIA AND ERIE RAILROAD. DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. Telegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1860, the trains On and after MONDAY, April 26, 1860, the trains on the Philadelphia and Eric Baltroad will run as follows. Williamsport, Sub A. M. a arrives at Eric, 930 P. M. a arrives at Eric, 10600 A. M. ELMIRA MAIL leaves Philadelphia 860 A. M. a arrives at Eric, 10600 A. M. ELMIRA MAIL leaves Philadelphia 860 A. M. MASTWARD. A arrives Eric, 10760 P. M. BASTWARD. A ANDEL LEAVER STATUS A. M.

MAIL TRAIN leaves Erie Williamsport 12-20 A. M. arrives at Philadelphia 9-25 A. M. 

Baggage checked through. ALFRED L. TYLER,

General Superintendent.

Railroad Stations, etc. Reforts and Gas Machinery of the latest and most At 25 per cent, discount, between any points de-sired, for families and firms, MILEAGE TICKETS. mproved construction. Every description of Plantation Machinery, also, ugar, Saw, and Grist Mills, Vacuum Pans, Off-team Trains, Defecators, Filters, Pumping En-

MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52:50 each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders zines, etc.

only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished

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

nd Willow streets. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the

on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE.

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

NORTH PENNSYLVANIA RAILROAD .-N For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT ARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRES and AMERICAN Streets, daily (Sundays At 7:45 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkannock hannock. At 946 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston.

ranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Easton, Iauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5.00 P M. for Bethlehem, Easton, Allentown,

nd Mauch Chunk. Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6.45 and 10.45 A. M., and

130 F. M. For Abington at 1:15, 3:15, 5:20, and 8 F. M. For Lansdale at 6:20 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passonger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25

From Doylestown at 8.25 A.M., 4.55 and 7.05 P.M. From Lansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. For Ablagton at 7 P. M. Doylestown for Philadelphia at 630 A. M. Bethlehem for Philadelphia at 4 P. M. Ablagton for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Strott. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE ages, Merchandiss, Bank Notes, and Specie, either by its own lines or in connection with other Extress Companies, to all the principal towns and cities in the United States. M. OOLEMAN, Superintendent,

TWEN	TY-THIRD and FILBERT	Streets.
	OFFICE, No. 42 North FIFTH Street	[41
	LUMBER.	~
1869	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.	1869
1869 sp	SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, ANISH ORDAR, FOR PATTER RED CEDAR.	1869
1869	FLORIDA FLOORING, FLORIDA FLOORING, OAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK.	1869
1869*	WALNUT BDS, AND PLAN WALNUT BDS, AND PLANK WALNUT BOARDS, WALNUT PLANK,	к. 1869
1869	UNDERTAKERS' LUMBER UNDERTAKERS' LUMBER, RED CEDAR, WALNUT AND FINE.	
1869 wi	SEASONED POPLAR. SEASONED CHERRY, ASH, HITE OAK PLANK AND BOAJ HIUKORY,	1869 RDS.
1869 <sub>s</sub>	CIGAR BOX MAKERS' OIGAR BOX MAKERS' BPANISH CEDAR BOX BOAR FOR SALE LOW.	<sub>DS,</sub> 1869
1869	CÁROLINA SCANTLING CAROLINA H. T. SILLS, NORWAY SCANTLING,	1869
1869 110	CEDAR SHINGLES, OVPRESS SHINGLES, MAULE, BROTHE No. 2600 SOL	1869 R & OO., ITH Street.
han in the second	2 PLANK, ALL THICK MMON FLANK, ALL THICKN I COMMON BGARDS, 1 and 2 SIDE FENCE BOARD HITE PINE FLOORING BOAD WAND SAP PINE FLOORING UCE JOIST, ALL SIZES HEMLOCK JOIST, ALL SIZES HEMLOCK JOIST, ALL SIZE LASTERING LATH A SPECIA with a general assortment of Bull v for caan. T. W.	NESSES. ESSES. S. RDS. GS. 1M and S. LTY. ding Lamber S. A LTY.
14	ALWAYS DRY, " White Pine, Yellow Pine, Sp	
lock, Shi	ngles, etc., always on hand at 1 WATSON & GILLI	ow rates.
		N 1 2 1 1 /2 /2 /2

DA, Agriculturist, and other Strawborry I a Blackborry Plants: Hartford, Concord, and other C Vines. For sale by T. S. & C. E. FLETCH (FI