# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, AUGUST 25, 1869.

# A THIEVES' RAFFLE.

From James Greenwood's "Seven Curses of London." Truly, it is hard to understand, but it is an undoubted fact, that the criminal who in police nomenclature is a "low thief" (to distinguish him, it may be presumed, from "the respectable thief") is without exception of all men the most comfortless and miserable; and should the reader be so inquisive as to desire to be informed of the grounds on which I arrive at this conclusion, I beg to assure him that I do not rely on hearsay, neither do I depend on what thieves incarcerated for their offences have told me, holding it to be hard-ly likely that a prisoner in prison would vaunt his liking for crime and his eagerness to get back to it. I have 'mixed with thieves at liberty, an unsuspected spy in their camp, more than once. I will quote an example,

This was many years since, and as at the time I published a detailed account of the visit, I may be excused from more than briefly alluding to it here. It was at a thieves' raffle, held at a public-house in one of the lowest and worst parts of Westminster, I was young in the field of exploration then, and, from all that I had heard and read, made up my mind for something very terrible and desperate. I pictured to myself a band of rollicking desperadoes, swaggering and insolent, with plenty of money to pay for bottles of brandy and egg-flip unlimited, and plenty of bragging discourse of the doughty deeds of the past, and/of their cold-blooded and desperate intentions for the future. Likewise, my expectations of hope and fear included a rich treat in the shape of vocalization. It was one thing to hear play-actors on the stage, in their tame and feeble delineations of the ancient game of "high Toby," and of the redombtable doings of the Knights of the Road, spout such soul-thrilling effusions as "Nix my Dolly Pals," and "Claude Duval," but what must it be to listen to the same bold staves out of the mouths of real "roaring boys," some of them, possibly, the descandants of the very heroes who rode "up Holborn Hill in a cart," and who could not well hear the good words the attendant chaplain was uttering because of the noisy exchange of boisterous "chaff" taking place between the short-pipe smoking driver, whose cartseat was the doomed man's coffin, and the gleeful mob that had made holiday to see the fun!

But in all this I was dismally disappointed. I had procured a ticket for the raile from a friendly police-inspector (goodness only knows how he came possessed of them, but he had quite a collection of similar tickets in his pocket-book), and, disguised for the occasion, I entered the dirty little dramshop, and exhibited my credential to the landlord at the bar. So far the business was promising. The said landlord was as ill-looking a villain as could be desired. He had a broken nose and a wooden leg, both of which deformities were doubtless symptomatic of the furious brawls in which he occasionally engaged with his ugly customers. As I en-tered he was engaged in low-whispered discourse with three ruffians who might have been brothers of his in a similar way of business, but bankrupt and gone to the dogs. As I advanced to the bar the four cropped heads laid together in iniquity, separated suddenly, and the landlord affected a look of innocence. and hummed a harmless tune in a way that was quite melodramatic.

I intimated my business, and he repled shortly, "Go on through," at the same time indicating the back door by a jerk of his thumb over his shoulder. Now for it! On the other side of the back door I discovered a stone-yard, at the extremity of which was dimly visible in the darkness a long, low, mining the said pillar, and although the rats dilapidated building, with a light shining through the chinks. This, then, was the robbers' den!-a place to which desperate men and women who made robbery and outrage the nightly business of their lives, resorted to squander in riot and debauchery their illgotten gains ! It would not have surprised me had I found the doorkeeper armed with a pair of "trusty barkers," and every male guest of the company with a life-preserver sticking out at the breast-pocket of his coat. The door was opened in response to my tap at it. I gave the potman there stationed my ticket and I entered. I must confess that my first sensation, as I cast my eye carelessly around, was one of disgust that I should have been induced to screw up my courage with so much pains for so small an occasion. The building I found myself in was a skittleground, furnished with forms and tables; and there were present about thirty persons. As well as I can remember, of this number a third were women, young generally, one or two being mere girls of sixteen or so. But Jenny Diver was not there, nor Poll Maggot, nor Edgeworth Bess. No lady with ringlets curling over her alabaster shoulders found a seat on the knee of the gallant spark of her choice. No Captain Macheath was to be seen elegantly taking snuff out of a stolen diamond snuff-box, or flinging into the pink satin lap of his lady-love a handful of guineas to pay for more brandy. Poor wretches! the female shoulders there assembled spoke rather of bone than alabaster, while the washed-out and mended cotton frocks served in place of pink satin, and hair of most humble fashion surmounted faces by no means expressive either of genuine jollity, or even of a desperate determination towards devil-may-careness, and the drowning of care in the bowl. There were no bowls, even, as in the good old time, only vulgar pewter porter-pots, out of which the company thankfully swigged its fourpenny. There was no appearance of hilarity, or joviality even; no more of brag and flourish, or of affectation of ease and freedom, than though every man and woman present were here locked up "on remand," and any moment might be called out to face that damning piece of kept-back evidence they all along dreaded was in store for them. To be sure it was as yet early in the evening, and though the company may have assembled mainly for the purpose of drowning "dull care," that malicious imp being but recently emersed, may have been superior at present to their machinations, and able to keep his ugly head above the liquid poured out for his destruction. Or may be, again, being a very powerful "dull care," of sturdy and mature growth, he might be able to hold out through many hours against the weak and watery elements brought to oppose him. Anyhow, so far as I was able to observe, there was no foreshadowing of the blue and brooding imp's defeat. His baneful wings seemed spread from one end of the skittle alley to the other, and to embrace even the chairman, who being a Jew, and merely a receiver of stolen goods, might reasonably have been supposed to be less susceptible than the rest. There would seem to prevail, amongst a large and innocent section of the community, a belief that the thief is a creature distinguished no less by appearance than by character from the honest host he thrives by. I have heard it remarked more than once, by persons whose curiosity has led them to a criminal court when a trial of more than ordinary interest is proceeding, that really this

forger, or stabber, as the case might be. "Lord bless us," I once heard an elderly lady exclaim, in the case of an oft-convicted scoundrel of the "swell mob" tribe, over whose affecting trial she had shed many tears-"Lord bless ust" said she, as the jury found him guilty, and sentenced him to two years' hard labor, "so thin, and genteel, and with spectacles on too ! I declare I should have passed that young man twenty times without dreaming of calling out for the police." On the other hand, there are very many persons less ingenuous than the old lady, who invariably regard a man through the atmosphere of crime, real or supposed, that envelops him, and by means of its distorting influence make out such a villain as satisfies their sagacity. Had one of this last order been favored with a private view of the company assembled to assist at Mr. Mullins' ratile, and have been previously informed that they were one and dl thieves, in all probability they would have uppeared thieves; but I am convinced that, had they been shown to an unprepared and unprejudiced observer, his opinion would have been that the company gathered in the skit-tle-alley of the "Curly Badger" were no worse than a poor set of out-o'-work tailors, or French polishers, or weavers, or of some other craft, the members of which affect the gentility that black clothes and a tall hat is supposed to confer on the wearer; nor would an hour in their society, such as I spent, have sufficed to dissipate the innocent impression. Their expenditure was of the most modest sort, not one man in six venturing beyond the pot of beer. Their conversation, though not the most elegant, was least of all concerning the wretched trade they followed; indeed, the subject was never mentioned at all, except in melancholy allusion to Peter or Jerry, who had been recently "copped" (taken), and was expected to pass "a tail piece in the steel" (three months in prison). There was one observation solemnly addressed by one elderly man to another elderly man, the parport of which at the time puzzled me not a little. "Unlucky! Well you may say it. Black Maria is the only one that's doin' a trade now, Every journey full as a tuppenny omblibus!" I listened intently as prudence would permit for further reference to the mysterious' female who was doing "all the trade," and "every journey" was "as full as a two-penny omnibus," but nothing in the conversation transpired tending to throw a light on the dark lady; so I mentally made a note of it for reference to my friend the inspector. He laughed. "Well, she has been doing a brisk stroke of business of late, I must say," said he. "Black Maria, sir, is our van of that color that carries 'em off to serve their time." But, as before observed, there was nothing

in the demeanor of either the men or women present at Mullins' raffle to denote either that they revelled in the netarious trade they followed, or that they derived even ordinary comfort or satisfaction from it. To be sure, it may have happened that the specimens of the thief class assembled before me were not of the briskest, but taking them as they were, and bearing in mind the spiritless, hang-dog, mean, and shabby set they were, the notion of bringing to bear on them such tremendous engines of repression as that suggested by the humane Commissioner of the City Police appears nothing short of ridicu-lous. At the same time, I would have it plainly understood that my pity for the thief of this class by no means induces me to advise that no more effective means than those which at present exist should be adopted for his abolition. A people's respect for the laws of the country is its chief pillar of strength, and those who have no respect for the laws act as so many rats underformidable breed, their hatred of the law, and their malicious defiance of it, was unmistakable. For instance, the article to be rafiled was a silk pocket-handkerchief, and there it was duly displayed hanging across a beam at the end of the skittle-ground. The occasion of the raffle was that Mr. Mullins had just been released after four months' imprisonment, and that during his compulsory absence from home matters had gone very bad, and none the less so because poor Mrs. Mullins was suffering from consumption. In alluding to these sad details of his misfortune, Mr. Mullins, in returning thanks for the charity bestowed on him, looked the picture of melancholy. "Whether she means ever to get on her legs again is more than I can say said he, wagging his short-eropped head dolefully, "there ain't much chance, I reckon, when you're discharged from Brompton incurable. Yes, my friends, it's all agin me lately, and my luck's regler out. But there's one thing I must mention" (and here he lifted his head with cheerful satisfaction beaming in his eyes), "and I'm sure you as doesn' know it will be very glad to hear it-the handkerchief wot's put up to raffle here is the wery identical one that I was put away for. And judging from the hearty applause that followed this announcement, there can be no doubt that Mr. Mullins' audience were very glad indeed to hear it. But even after this stimulant the spirits of the company did not rally anything to speak of. Song-singing was started, but nobody sung "Nix my Dolly Pals," or "Claude Duval." Nobody raised a roaring chant in honor of "ruby wine," or the flowing bowl, or even of the more humble, though no less genial, foaming can. There was a comic song or two, but the ditties in favor were those that had a deeply sentimental or even a funereal smack about thems. The entleman who had enlightened me as to Black Maria sang the Sexton, the chorus to which lively stave, "TII provide you such 1 lodging as you never had before," was taken up with much heartiness by all present, Mullins dimself, who possessed a fair alto voice. slightly damaged perhaps by a four-months ojourn in the bleak atmosphere of Cold Bath Fields, sang "My Protty Jane," and a very odd sight it was to observe that dogged, jail-stamped countenance of his set, as accurately as Mullins could set it, to an expression matching the bewitching simplicity of the words of the song. I was glad to observe that his endeavors were appreciated and an encore demanded. Decidedly the songs, taken as a whole, that the thieves sang that evening in the Skittle Saloon of the "Curly Badger" were much less objectionable than those that may be heard any evening at any of our London music-halls, and everything was quiet and orderly. Of course I cannot say to what extent this may have been due to certain rules and regulations enforced by the determined-looking gentleman who served behind the bar. There was one thing, however, that he could not enforce, and that was the kindliness that had induced them to meet together that evening. I had before heard, as every-body has, of "honor amongst thieves," but I must confess that I had never suspected that compassion and charity were amongst the links that bound them together; and when I heard the statement from the chair of the amount subscribed (the "raffle" was a matter of form, and the silk handkerchief a mere delicate concealment of the free gift of shil-

prisoner or that did not look like a thief, or a | llngs); when I heard the amount, and looked round and reckoned how much a head that might amount to, and further, when I made observation of the pinched and poverty-stricken aspect of the owners of the said heads, I am ashamed almost to confess that if within the next few days I had caught an investigating hand in my coat-tail pockets, I should scarcely have had the heart to resist.

-Peter H. Walker has been arrested in New York for attempting to shoot his wife and chil-dren and his brother.

-During a storm in the harbor of Cronstadt, yesterday, a monitor ran into and sank a screw frigate, sixteen of whose crew were drowned. -Senator Fowler, it is announced, is in favor of the election of ex-President Johnson to the Senate as his successor, and will walve all claims in favor of the latter.

-The officers to be chosen in this State this year are two Judges of the Court of Appeals, Secretary of State, Comptroller, Treasurer, At-torney-General, State Engineer and Surveyor, Caml Commissioner, and Inspector of State Prisons.

-The Democratic press is already at loggerheads on the subject of Chinese immigrationf The World, some time since, came out in an article clauning that the Democratic presavored it. But scarcely was the ink dry on the article before the Albany Argus denied it. Since then the Cincinnati Enquirer indorsed the posi-tion of the Argus. The Chicago Times sides with the World in the contest.

### RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE, Trains will leave Depot corner Broad street and Washingon avenue as follows:

Mail Train at 5:30 A. M. (Sunday excepted). for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington

Connecting with Delaware Railroad at Wilmington for Criafield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4'90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Neward, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Ngfat Express at 11'29 P. M. (doily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-Kast, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Automation and Marnolia, Passengers for Fortress Monroe and Norfolk will ake the 1200 M. train, WILMINGTON TRAINS, 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 Dela-ware kullrond for Harrington and intermediate stations.

Leave Wilmington 6:00 and 8:10 A. M., 1:00, 4:15, and 700 P. M. The S40 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

Train from winnington this excepted. From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail, 935 A. M., Express; 235 P. M., Express; 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Ballimore at 725 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Raitroad, Leave Philadelphia for Port Deposit (Sundays ex-cepted) at 7.00 Å, M. and 435 P. M. Leave Phila-delphia for Chada's Ford at 700 P. M.

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rond Through tickets to all points West, South, and

RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW 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 Cam. and Jersey City 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.

Trenton. At 6.30, 8, and 10 A. M., 12 M., 2, 3.30, 4.30, 6, 7, and Burlington 11'so P. M. for Bordentown, Florence, Burlington,

At 6:30 nod 10 blanco. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Forry

(upper side). WROM RENSINGTON DEPOT. 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. and 6 P. M. for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 750 and 11 A. M., 250 and 5 F. M. for Molths-ville and Tullytown. At 550 and 10 15 A. M., and 250, 5, and 6 P. M. for Schenck's and Eddington. At 730 and 10 15 A. M., 230, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinching, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

FROM WEST FRIIA DELOTING A DELOTING VIA CONNECTING RAILWAY. At 9:30 A. M., 1:20, 4, 6:46, and 12 P. M. New York Express Lines, via Jersey City. Fare, 83:25. At 11:30 P. M., Emigrant Line. Fare, 82. 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, Tuliytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:46 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BE, VIDERE DELAWARE RAUMERAD LINES.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES. FROM RENSINGTON DEPOT. At 7:50 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Hingham-ton, Oswego, Syracuse, Great Bend, Montroso, 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 Manch Chunk, Allentown, Bethlehom, etc. At 11 A. M. and 5 P. M. for Lambertville and in-termediate stations.

termediate stations. CAMDEN AND BURLINGTON COUNTY AND AMDEN AND BURLINGTON COUNT AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS. PROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 350, 5, and 650 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. W. for Lewistown, Wichtstown, Cooks-

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

At 10 A. M., 107 Lewistown, Wrightstown, Cooke town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 F. M. for Lewistown, Wrightstown, Coekstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

town, Cream Riuge, Milliam H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

SUMMER 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-tet 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.

Depot. Sheeping-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 Combiany will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. Mail Train Mail Train Paol Accommodation 1050 A. W. 110 and 700 A. M.

 THAINS LEAVE DEPOT, VIZ.: 

 Mail Train
 8'00 A. M.

 Paoli Accommodat'n, 10'50 A. M., 1'10 and 7'00 P. M.

 Fast Line
 11'50 A. M.

 Eric 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
 8'60 P. M.

 Erie Mail and Pittsburg Express
 10'30 P. M.

Erie Anni and Fitsburg Express Philadelphia Express, 12 night. Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12

Philadelphia Express leaves daily. All other trains daily, except Sunday. The Westers Accommodation Train runs daily, except Sunday. For this train tickets must be

RAILROAD LINES. READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-GUEHANNA, 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 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagura Fails, Buifalo, Wilkesbarre, Pit'ston, York, Cariisle, Chambersburg,

Hagerstown, etc. The 7-30 A. M. train connects at READIN-3 with The 7-30 A. M. train connects at READIN-3 with The 7-30 A. M. train compects at READINJ with East Pennsylvania Railroad trains for Allentown, etc., and the S:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-HISBURG with Northern Central, Camberiand Val-ley, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

burg, Pinegrove, etc.

AFTERNOON EXPRESS. AFTERNOON EXPRESS. Leaves Philadelphia at 3:40 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

FOTTSTOWN ACCOMMODATION. Leaves Pottstown at 625 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 549 A. M. Returning, leaves Philadelphia at 440 P. M.; arrives in Pottstown at 640 P. M. READING AND FOTTSVILLE ACCOMMODATION. Leaves Pottsville at 549 A. M. and Reading at 730 A. M. stopping at all way stations; arrives in Phila.

A. M., stopping at all way stations; arrives in Phila-delphia at 10:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-rives in Reading at 5 P. M., and at Pottsville at 9:40

P. M. Trains for Philadelphia leave Harrisburg at 840 Å. M., and Pottsville at 9 Å. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 Å. M., and Harrisburg at 440 P. M. Connect-ing at Reading with Afternoon Accommodation south at 650 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passenger car attached, leaves hiladelphia al 12:45, noon, for Pottaville and all way tations; leaves Pottaville at 5:40 A. M., connecting t Reading with accommodation train for Philadel-

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 Reading at S A. M.; returning from Reading at \$25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 1245, 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.

PERKIOMEN RAILROAD, Passengers for Skippack take 7:30 A. M., 4'20 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 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

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing leading at 105 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennaylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 Å, M. and 1650 P. M., passing Re<sup>2</sup> Leg at 554 and 731 Å, M. and 1250 P. M., and arriving at New York at 11 Å, M. and 12,20 and 5 P. M. Steeping cars accompany U.case trains through he weap Leaver of the and Pittalace trains brough between Jersey City and Pittsberg without

change. A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKHL, VALLEY RAILROAD, SCHUYLKHL, VALLEY RAILROAD, Traine Leave Retropping at 4500 A. M. and

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:50 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 355 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 1210 noon for Pinegrove and Tremont, returning from Harrisburg at 755 A. M. and 340 P. M., and from Tremont at 645 A. M. and 545 P. M.

N5 A. M. and 5 °C5 P. M. TICKETS. Through first-class tickets and emigrant tickets to If the principal points in the North and West and Canadas,

Sale No. 457 George street. HANDSOME WALNUT PARLOR FURNITURE, Two Handsome Walnut Chamber Suits, Hundsome Buffet Sideboard and Extension Table, Fine French Chima, Cut Glassware, Fine Hair Mattressey, Hundsome Excursion Tic, ets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning & commonation Market Train, ad Pottstown Accommodation Trains, at Reading educed rates. Excursion Tickets to Philadelphia, good for one Brussels, Imperial, and Venetian Carpets; Eitchen Fur-niture, Etc. niture, Etc. On Thursday Morning. 26th inst., at 10 o'clock, at No. 437 Georgestreet, between Poplar street and Girard avenue, below Fifth street, by catalogue, the entire household furniture, etc. [8 19 6t 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. Brauford, Treasurer, No. 237 5. Fourth street, Phinadeiphia, or of G. A. Nicolis, General Sala No. 1402 N. Sixteenth street. HANDSOME WALNUT HOUSEHOLD FURNITURE, Fine French China Dinner Service, Spring and Hair Mattresse, Handsome Finglish Brussels Carpets, Fing Venetian Carpets, Kitchen Utensils, Etc. On Friday Marining, 25th inst., at 10 oclock, by catalogue, at No. 1428 N. Six-teenth street, above Master street, the handsome waluut Superintendent, Reading, COMMUTATION TICKETS, COMMUTATION TICKETS. At 25 per cent, discount, between any points de-stred, for families and Brms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52:50 each, for families and firms. May be seen early on the morning of sale. (8 1974 SEASON TICKETS. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHIESNUT Street, rear entrance No. 1107 Nansom street. 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 cards entitling themselves and wives to tickets at hair fare. EXCURSION TICKETS From Philadelphia to principal stations, good for faturday, Sunday, and Monday, at reduced fares, to achad only at the Ticket Office, at Thirteenth and Callowhill streets, FREIGHT. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and 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 principal stations only at 215 P. M. FREIGHT TRAINS FREIGHT TRAINS Leave Philadelphia daily at 455 A. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanon, Herrisburg, Pottavilie, Port Clinton, and all points beyond. BAGGAGE Dangan's Express will collect baggage for all trains aving Philadelphia Depot, Orders can be loft at 0, 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 134 HOURS. TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol- 

 Express, through in 134 hours
 3°15 P. M.

 Atlantic Accommodation
 4°15 P. M.

 LEAVE ATLANTIC CITY.
 Atlantic Accommodation

 Atlantic Accommodation
 8°06 A. M.

 Express, through in 134 hours
 7°24 A. M.

 Freight (with passenger car)
 11°50 A. M.

 Mail
 4'17 P. M.

 Special Excursion
 5'18 P. M.

 9.40 A. M. al trains leave Vine street:-Atco. 12 16 noon. Haddonfield 245 P. M. Hammonton SUNDAY MAIL TRAIN

RAILROAD LINES.

SHORTEST ROUTE TO THE SEA SHORE.

od for the day and train on which they are is sued. #3. Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent.

## AUD FION SALES.

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

Sale at the Auction Room & Nos. 139 and 141 South

Sale at the Auction Room 3 Nos. 129 and 141 South Fourth street. SUPERIOR HOUSEHOLD FURNITURE, GRAND PIANO, FRENCH FLATE MIRRORS, VELVET AND BRUSSELS CARPETS, ETL, ETU, On Thursday Morning, Aug. 25, at 9 o'clock, at the antition rooms, by catalogue, a large assorthement of superior household furniture, com-prisent partor, library, dining room, and chamber furni-ture, rosewood grand plane, French plate mirrors, ward-mises, bookenses, shelboards, extension, centre, and bonquet tables, the hair mattresses, feather bed, bolsters, and follows, ohma and glassware, office desk and tables, iron chest, refrigerators, chandellers, platform scales, 13 single harril guns, stoves, velvet, Brussels and other car-pets, etc. etc.

sets, etc. atc. Also, by order of Administrator, Estate of W. J. Galla-ther, decessed, the entry household furniture, mirrors, conninges, etc., removed to the store for convenience of 834.25.

ind copper fixtures, compare the sector and sector and sectors. OFFICE FUP\* 1 store and sectors, i oh) - \_\_\_\_\_\_STTURE. Also, leasehold of p=\_\_\_\_\_\_\_, chairs, t old desk. Isto, Rent, gip \_\_\_\_\_\_, foer annum, consistered worth \$2000. \$2531 RUTING, DURBOROW & CO., AUCTION-

EERS, Nos. 221 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning. August 25, at 10 o'clock, on four months' credit. [8 2) 5t

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Morning, August 27, at 11 o'clock, on four months' credit, 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc.

LARGE SALE OF FRENCH AND OTHER EURO. PEAN DRY GOODS. On Monday Morning, Aug. 30, at 10 o'clock, on four months' credit. 8 2454

LARGE SALE OF 2000 CASES BOOTS, SHOES, TRA-VELLING BAGS, ETU., On Tuesday Morning, Aug. 31, at 10 o'clock, on four months' credit. [3 25 5t

MARTIN BROTHERS, AUCTIONEERS,-

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

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 purchasing lickets at this office can have baggage checked at their resi-dence by the Union Transfer Company. II. F. KENNEY, Superintendent,

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 96, 10, 11, 12 A. M., 2, 3)4, 854, 4, 455, 590, 5)4, 6, 6)9, 7, 8, 9, 10, 11, 12 M. 1<sup>1</sup>. M. Leave Germantown at 6, 7, 755, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 5, 555, 6, 655, 7, 8, 9, 10, 11 P. M. The 829 down train and  $35_4$  and  $55_4$  up trains will not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 945 A. M., 2, 405, 7, and 1054 P. M.

Leave Germantown at S45 A. M., 1, 3, 6, and 954

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 34, 54, 9, 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

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phila at 6, 7%, 9, and 11.05 Å, M., 1%, 3, 4%, 5, 5%, 6%, 8.05, 10.05, and 11% P. M. Leave Norristown at 5.40, 6%, 7, 7%, 9, and 11 Å. M. 1%, 5%, 6%, 5, and 9% P. M. The 7% Å. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lare.

anr. The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohoeken, ON SUNDAYS,

Leave Philadelphia at 9 A. M., 255, 4, and 75 Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK. FOR MANAYUNK, Leave Philadelphia at 6, 7%, 9, and 11% A, M., 1%, 3, 4%, 5, 5%, 6%, 8%5, 10%5, and 11% P, M. Leave Manayank at 640, 7, 7%, 8%0, 9%, and 11% A, M., 2, 3%, 5, 6%, 8%0, and 10 P, M. The 5 P, M. train from Philadelphia will stop only at School lane and Manayunk, ON SUNDAYS, Leave Philadelphia at A, M., 2%, 4, and 7% P, M.

Leave Philadelphia at 9 A. M., 236, 4, and 756 P. M. Leave Manayunk at 756 A. M., 155, 6, and 956 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GILEEN Streets,

F OR CAPE MAY, VIA WEST JERSEY RAIL.

COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

A. M., Cape May Express, due 12-25.

 B. M., Cape May Passenger, due 7-15.
 4-00 P. M., Fast Express (commencing on Saturday, July 3), due 6-65 P. M.
 Sunday Mail Train leaves at 7-15 A. M., due 10-45. Cape May Freight leaves Camden daily at 9:20

A. BI RETURNING, TRAINS LEAVE CAPE MAY,

6:30 A. M., Morning Mail, due 10:06 A. M. 9:00 A. M., Fast Express (commencing on Mon-

900 A. M., Fast Express (commencing on Monday, July 6), due 12'07.
600 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 6'40 A. M. TICKETS.
Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Uamdon. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$40; 10 Coupons, \$26. Excursion Tickets, \$40; 10 Coupons, \$28. Excursion A. M., mail, and \$20 P. M., passenger.
An accommodation train for Woodbury, Mantua, Barnshoro, and Glassboro leaves Philadelphils daily at 6'00 P. M. Returning, leaves Chickets or at \$63.0A, M.

23 0A. M.

6.3 6A. M. Commutation books of 100 check each, at re-duced rates, between Philadelphia and all stations.

PRBIGHT TRAINS LEAVE CAMBEN For Cape May, Milivilie, Vineland, etc., etc.,

20 A. M. For Bridgeton, Salem, and way stations, 12-09

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.

red and baggage delivered, by a P. M., at No. TEAINS ARBIVE AT DEPOT, VIZ.:-

Cincinnati Express . . . . . 340 A. M. Philadelphia Express . . . . . . . . . . . . 6 50 A. M. Philadelphia Express Philadelphia Express Paoli Accommodat'n, 8 20 A. M., 5 40 and 6 20 P. M. 9 35 A. M. 9 35 A. M. 9 35 A. M. Pholi & commonie a, s as 2. St., s vans Frie Mail Fast Line Parkosorg Train Lancaster Train Eric Express Day Express 9 10 A. M. 9 10 A. M. 12 30 P. M. 4 29 P. M. 4 20 P. M. 6 40 P. M. Day Express 420 P. M. Southern Express 940 P. M. Harrisburg Accommodation 940 P. M. For further information, apply to JOHN F. VAN LEER, JR., Tieket Agent,

F. VANLEER, JR., JEROTARON, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE,

Ticket Agent at the Depot. The Pennsylvania Kaliroad Company will not

Apparel, and limit their responsibility to One Hun-drei Pollars 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.

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD, SUMMER ARRANGE. MENT.-On and after MONDAY, April 12, 1859, Trains will leave as follows:-

Leave Philadelphia from New Depot, THIRTY-IRST and OHESNUT Streets, 7 25 A. M., 9 30 A. 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. Leave Weit Checkel 1, 725 A. M., 740 A. M., 1040 A. M., 155 P. M., 450 P. M., and 645 P. M. Leave Philadelphia for B. C. Junction and inter-modulat points at 12:30 P. M. and 545 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and

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

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media. Glen Riddle, Lenni, and B. C. Junction. Paisengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:26 A. M., and car will be attached to Express Train at H. 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.

This restring r innormalia at \$55 P. M., and will hange cars at B. C. Junction. The Pept in Philadelphia is reached directly by he chesput and Walnut streats cars. Those of he Market street line run within one square. The both lines connect with each train upon its ATE C

Trival. ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. I. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 745

Leave West Choster for Philadelphia at 7'45 A.

Leave W. C. Junction for Philadelphia at 6:00 Leave B. C. Junction for Philadelphia at 6:00 WILLIAM C. WHEELER, A. M. General Superintendent.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISHURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 25, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:-WESTWARD. 

MAIL THAIN 6. Williamsport . 845 A. M. a arrives at Erlo . 930 P. M. ERIE EXPRESS leaves Philadelphia 1150 A. M. Williamsport . 850 P. M. ERIE EXPRESSION WITH an sport 8:50 P. M. a arrives at Erie . 10:00 A. M. ELMIRA MAIL leaves Philadelphia 8:00 A. M. a will amsport 6:50 P. M. a arrives at Lockhaven 7:45 P. M.

Mail and Express Connect with Oil Crock and Allegheny Biver Ralfroad. Baggage checked through. Cherken L. TYLER,

General Superintendent.

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

SUMMER ARRANGEMENTS.

process, as well as other fruit, without being air-tight Price, 50 cents a package. Sold by the grocers. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sandays 5 29 4m At 7.45 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-NOW IS THE TIME TO CLEANSE

At 246 A. M. (Express) for Bethlehem, Easton,

Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

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

For Doylestown at 845 A. M., 245 and 4-15 P. M.

For Doyle Hown at 845 A. M., 245 and 445 P. M. For Fort Washington at 645 and 1045 A. M., and 1230 P. M. For Lansdale at 620 P. M. For Lansdale at 620 P. M. Fith and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to Wire Work, Paper-makers' Wires, and every variety the new Depot. THAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9-00 A. M., 2-10, 4-45, and 8-26 of Wire Work, manufactured by

From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M.

sdalo at 7:30 A. B From Lan From Fort Washington at 9.20, 10.35 A. M., and

From Abington at 2'85, 4'85, 6'45, and 9'85 P. M. ON SUNDAYS.

Philadelphia for Bothlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Ablington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M.

W CODLANDS CEMETERY COMPANY.-The following Managers and Officers have been elected for the year Jeck William H. Moore, Samuel S. Moore, Guldies Dallett, Edwin Greble, Secretary and Treasurer, JOSEPH B. TOWNSEND. Secretary and Treasurer, JOSEPH Bethlchem for Philadelphia at s F. M. Abington for Philadelphia at s P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Stroet. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 OHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. E. COLEMAN, Experintendent.

Sale at the Anotion Store, No. 1116 Cheanut street. SUPERIOR NEW AND SECONDHAND HOUSE. HOLD FURNITURE, CARPETS, PIANOS, MIR. ROUS, PLATED WARE, GLASSWARE, CUTLERY, ETC. ETC. OF Bolder Media ETC. ETC. August 27, at 9 o'clock, at No. 1116 Chesnut street, will be sold, by catalogue, a large assortiment of elogant parlor, chamber, library, and diming-room furmiture. GLANS LAMPS, ETC.—Also, will be sold, 12 cases of glass lamps for coal oil, lamp chimneys, wicks, match-sales, glass jars, etc. 8 25 gt C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., ETC. On Thursday Morning, August 26, at 10 o'clock, including a large line of city-made

N. B.-Sale every Monday and Thursday. 8 23 36

LIPPINCOTT, SON & CO., AUCTIONEERS, No. 340 MARKET Street. BSOOTT'S ART GALLERY, No. 1020 OHESNUT

MORNY'S TASTELESS

Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any known

YOUR HOUSE.

WINCHER, HARTMAN & CO.'S

WASHING AND CLEANSING POWDER

Is nnequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other. W. H. BOWMAN, Sole Agent, 4 22 for No. 1155 FRANKFORD Road.

WIRE GUARDS

FOR STORE FRONTS, ASYLUMS, FAC

TORIES, ETC.

Patent Wire Ralling, Iron Bedsteads, Ornamenta

WOODLANDS CEMETERY COMPANY.

C O E N E X C H A N G E BAG MANUFACTORY, JOHN T. BAILEY N. E. corner of MARKET and WATER Streets, Philadelphia

DEALER IN BAGS AND BAGGING

Grain, Flour, Salt, Super-Phosphate of Lime, Bouei Grain, Flour, Salt, Super-Phosphate of Lime, Bouei Large and small GUNNY BAGS constantly on hand, 2 200 Also, WOQL SA KS,

\$stmws:

M. WALKER & SONS,

No. 11 N. SIXTH Street

ZANE, NORNY & CO., Proprietors.

No. 156 North SECOND St., Philads.