he New Bridge at Blackfriars, London-Five Huse Arches and Nine Hundred and Twenty Feet Spanned-How the Structure is Laid and stained-Travel Across the Thumes. m the Landon Standard, Oct. 5.

The Blackfriars bridge of the future now only vaits a final touch to make it complete, both a structure and a highway. Structurally, it simply deficient at present in the more ornantal part of the northern abutment, the on of the pilaster at the northwestern angle.
his part of the work, however, is now in hand,
nd is proceeding rapidly. The nd is proceeding rapidly. The paving of the ridge, both in regard to the footway and the arriage road, is finished, except a small portion teach end. The foot pavement on the eastern de will be intercepted at each extremity until he traffic on the temporary bridge is stopped an event which of course cannot be brought bout until the new bridge is thrown open to he public. The painting of the iron work and he erection of the lamps are the only notecorthy matters as yet unfinished. For all prac-cal purposes the bridge will be completed in a orthight or less from the present time.

The new bridge stretches across the river hames in five arches, having therefore four lers and two abutments. The curve of each rch is segmental, that is to say, it is part of ne circle, differing, therefore, from the elliptial arch, of which a notable example is to be ound at Westminster. The centre arch has a oan of 185 feet, the arch on each side a span o 75 feet, and the two abutment arches each a pan of 155 feet. The centre arch rises to a eight of twenty-five feet above high water nark, and the abutment arches- seventeen feet. hough the curve of each arch is part of the ircle, the segment is so small, in comparison ith the entire circumference, that the arches ave a somewhat flat appearance, presenting the most contrast to the cavernous water ways of ld Blackfriars bridge, which, although constiting in each instance a very line geometri-l curve, nevertheless failed to produce bridge possessing any degree of elegance. xternally the piers of the new bridge are of ay granite; internally they are of brickwork. It solid, and of enormous strength. In the solid, and of enormous strength. In the d bridge much of the internal space was occu-ed with rubble, whereby the arches were duly ighted, but which in other respects conferred tle strength on the structure. The great defect the now defunct bridge was in regard to the andations. These were not carried to a suffient depth. Hence the scour of the tide ulti-ately caused the settlement of the piers of the breaking of the arches, showing

d the breaking of the arches, showing analy that guin was near at hand. The indation of the new bridge are very differently contrived, being laid deep in the result contrived, being laid deep in the result condon clay. This object was effected a loudon clay. This object was effected a formally three of iron caissons, which is the contribution of the result of the property of the bed of the river until they pure fixed with slight increase the seame fixed with slight increases the stream, furtish the basis of each pier. At each end of this ish the basis of each pier. At each end of this ow of calssons was one of a triangular form, which was reared the cutwater of the pier. ch pier, with its cutwater, thus required six issons. These were sunk about twenty feet to the bed of the river, and were afterwards lied with concrete and brickwork, as also the tervening spaces. In addition to these permaent caissons, others of a temporary character ere introduced, and the whole process involved constant employment of divers, as well as of eam engines, the latter to pump out the water om the interior of the calssons. On this solid ass of ironwork, concrete, and brickwork, as laid the combined brickwork and granite. rming the superstructure of the bridge.

conspicuous on each pier is a column of red ollished granite, from ten to twelve feet high, and about seven feet in diameter. The small sight, in proportion to the diameter, gives to ese columns a peculiarly massive or com-essed appearance. If they were ugly we could call them stumpy; but they are not ly, and therefore deserve a more complimen-ry term. Each column has a highly ornameucapital and cormee, and on the top of all ics the parapet of the bridge, which at that t is made of granite and forms a species of titlement, being in fact a recess or bay from e pavement of the bridge, somewhat similar those on London bridge, only more ornaental in style and semi-octangular in shape. e base of each column, as well as the capital. of Portland stone, finely carved, he capitals are extremely rich. Those on e upper river side are made to present river birds and plants, while the

pitals on the opposite or down-river side are presentative of marine life—gulls and sea-eed. The treatment is very bold, and reflects edit on the sculpter, Mr. Phillip. Springing om the piers, we have the immense wroughton girders, nine to each arch, placed side by de, and braced transversely with iron-work in e usual manner. The spandrins of the arches e filled in with iron lattice-work, decorated th floral bosses. The external iron work will painted of a bronze-green, relieved by the lding of the bosses. The parapet of the bridge of open iron work, which also will be painted nze-green. Passing from each of the abutents is an enormous pilaster or pedestal of anite, with carved cornice in Portland stone. wo of these flank each end of the bridge, or ill do so when the fourth is completed at e northwest angle. Viewed from the road-ay, these pedestals have a fine effect, and are aggestive of statuary—equestrian or otherwise which we suppose at some date will crown

The architectural style of the bridge is Venean Gothic. Its length is \$20 feet, and the gra-ent is one in forty. The rise is, therefore, intle, and the approach is easy, even on the othern side, where the ground dips. The eadth inside the parapets is 75 feet, London ridge being 53. Each payement is 15 feet de, or 6 feet more than on London Bridge aving 45 feet for the roadway. The height of e parapet or the balustrade is moderate but fficient, averaging 3 feet 8 inches, being ghtly in excess of that on Westminster Bridge. file viewing the liberal breadth of footway d the noble aspect of the bridge generally seemed almost presented with an antimax in the shape of sundry iron cylinders, nek vertically into the pavement. ald scarcely believe our eyes, but were, wertheless, assured that the lamps to light ils bridge were to be stuck on posts, after e good old-fashioned style, intruding on the otway and obtruding themselves on the eye a manner by no means favorable to architectal effect. No doubt some economy of light Ill be achieved by this arrangement; yet it ust be a poor lamp which cannot east its rays r half the interval of seventy-five feet -that o say, about a dozen yards. Lamp standards, th lamps on groups, would shed abundant ht if placed on the parapet, where they need t be any eye-sore. If they were in this latter sition, the gas could be laid on through pipes ependent of the pavement. According to the sent arrangement the pipes are under pavement, and whenever they require ention-though it may be but seldomthe stones will have to be raised. At all ies the Iron posts will be an obstruction. ey stand back a foot from the roadway, and refore practically occupy—where they ocspace is not too much, thirteen feet is too

Concerning the pavement, we should obve that it is not flagged with granite, but with rk stone, the advantage of the latter material sting in its affording a firm hold for the ot, which granite does not. The latter, we esume, is the more permanent material; but ork stone is said to be very durable. The pulling down of the old bridge com-enced in June, 1864. The erection of the new dige began about a year later, the memorial one being laid by Lord Mayor Hale, in July.

Much difficulty was experienced in confucting the foundations, particularly at the britaern end, where the bed of the river proved

emely anfavorable for the work. The engl-

contractors both for pulling down the old dge and creeting the new one—are Messrs, P.

and A. Thorn & Co., whose engineer, Mr. F. W. | Bryant, has acted as their representative in carrying out the works. The temporary bridgeelf an ingenious structure-was erected by Messrs. Rennie & Logan. The iron work used in the new bridge—between 5000 and 6000 tons in all—kns been supplied by Messrs, Lloyds, Fosters & Co., of Wednesbury, in Staffordshire.

The Pall Mail Gazette says: -Just at this moment, when there is so much plain speaking and plain writing upon the Irish land question, a perusal of the Ribbon oath may not be uninstructive. Some short time ago a party of the Irish constabulary made a raid upon a public-house, and in the course of a earch found the oath of which the following

I (A. B.) hereby agree to become a true and loyal member of this society, and I solemnly swear before Almighty God to be true and loyal to the brotherhood, and to each member of the same; and I will be obedient to my committee and superior officers, and agree to all their articles, laws, rules, and regulations that have been since the comsucneement, and all amendments added thereto, and to perform all duties imposed on me with loyalty, faith, and fidelity; and I swear that neither hopes or fears, rewards or punishments, shall induce me to give evidence against any brother or brothers for any act or expression of theirs done or made collectively or individually. And, in pursuance of this obligation, I swear to aid, as best I can, with purse and person, any brother or brothers who may be in distress; and I further swear to owe no allegiance to any Protestant or heretic sovereign, ruler, prince, or potentate, and that I will not regard any oath delivered to me by them or their subjects, be they judge, magistrate, or else, as binding. And I swear to aid as best I can any brother or brothers who may be on trial for any act or expression of theirs, before magistrate, judge, jury, or else, and to be ready at all times to aid by every means in my power to assist in procuring his or their liberation, and, if myself a witness, to disregard any oath delivered to me on such occasions by judge, jury, magistrate, counsel, clerk, lawyer, official, or else; and that I will not regard such oath as binding. And in revenge for the sufferings of our forefathers, and protection of our rights, I further solemnly swear to aid, as best I can, in exterminating and extirpating all Protestants and heretics out of Ireland or elsewhere: to hunt, pursue, shoot, and destroy all Protestant or heretic landlords, proprietors, or employers; and also to hunt, shoot, pursue, and destroy all laudlords or proprietors belonging to the Church of Rome should he or they evict his or their tenants from any house, land, home, or holding of theirs. And I further solemnly swear to aid, as best I can, in burning down, sacking, and destroying all Protestant or heretic churches or places of worship, and all houses

the same to the ground. I also solemnly swear to have no intercourse, communion, or trade, neither to buy or sell, barter or exchange, give or take, nor have any dealings whatever with said Protestants or heretics, unless on such occasions as cannot be avoided.

used as such by members of different heretical

denominations in this country, and to level

I also swear to defend the farmer, the poor man, the widow and the orphans of any brother or former brother against the oppression of the landlords and the tyranny of Saxon laws; and I further solemnly swear to do all in my power to procure the independence of Ireland, and aid as best I can in allowing none but Irishmen to possess Irish land, and Ireland for the Irish.

I also solemnly swear to shoot, destroy, hunt, and pursue to death any former brother who may turn informer or traitor, or who may refuse to perform any duty ordered by his committees or superior officers, or any duty which may fall by lot or otherwise to execute. And I agree shat my person shall be at all times at their service to go wherever required or do whatever sent, and also to aid by every means in my power any brother or brothers of this society executing the orders of other committees or officers belonging thereto, though not in my district; and to aid as best I can he or them in the performance of their duty.

And I most solemnly swear to keep all secrets, passwords, signs, orders, or otherwise belonging to this society, and that I shall never divulge the same by word of mouth, or otherwise; and I swear neither to mark, write, or indite with pen, pencil, stone, chalk, or any other mineral or substance above or under wood, above or under water, above or under land; above or under air, on the sea or elsewhere, or to use therewith any substance whatever above or under, etc. etc., be it herb, shrub, tree, wood, liquid, mineral, or else, above or below this earth, above or under, etc. etc.; or to use therewith any liquid, marking fluid, ink, or any marking substance whatever, above or under, etc. etc., in the sea or elsewhere, to betray or inform of any signs, secrets, passwords, orders, doings, actions, or expressions that have been, that are being, or that will be belonging to this brotherhood.

-In a report to the Madras Government by Surgeon Day on the Indian river fisheries, he states that certain Hindoo ceremonies appear to be yearly, or oftener, gone through with respect to the fisheries. Not far from the bungalow near the Lower Coleroon Anicut stands a colossal elephant, about thirtysix feet high, fully caparisoned, and with several large figures around it. Beyond this, again, and covered by the sacred peepul tree, are two small temples at right angles to one another, in one of which a sacrificial light is constantly, if not invariably, burning before the figure of an idol. Inside this little temple, Surgeon Day saw three sacrificial knives, and the snout of saw-fish, on which the god is said to ride. Passing near this place late one evening, he heard a tinkling of bells, and going quietly up perceived that they were about to sacrifice a black goat. A native was vainly trying to induce it to proceed towards a large solid block of stone; force was then resorted to, and the victim's head placed over the block, when down fell the executioner's sickle-shaped sword. The blood of the sacrifice was offered to the idol, the executioner received the head, the priest four annas, and the worshippers, who were fishermen, bore away the body. On questioning them, they informed Surgeon Day that every fortuight the contractor who farms the fishery sacrificed a black goat for the purpose of propitiating the idol and getting him to let the freshes come down to increase his captures of fish. The devotees ate the body of the victim. In the Godavery, at Coconada, there is a yearly ceremony, when the fishermen go in a body to the river's banks, and there boil milk and rice together; they then worship, and end by a feast off some goats killed for the occasion. In this country we do not sacrifice goats, but

are ourselves the victims of our fishmongers. -Recent returns show that the percentages of death after limb amputations under different conditions and degrees of aggregation and isolation are as follows:-In the large Parisian hospitals, 62 in 100 die; in British hospitals, with 300 to 600 beds, 41; with 300

to 201 beds, 30; with 200 to 101 beds, 23; with 100 to 26 beds, 18; 25 beds or less, 11; in isolated rooms in county practice, 11. James Simpson argues from this that the congregation of patients upon a given spot, or within a given establishment, enhances the chances of death to those that are there operated upon and treated, while on the other hand the more that patients are separated and isolated, the more surely they recover from the knife of the surgeon, and in all probability from other accidents and disease. There is safety, he maintains, in segregation, danger in aggregation. Assuming this theory to be correct, and it appears to be borne out by facts, we cannot be surprised at the mortality of the children of the poor, who are huddled together in their homes, the dead, the dying, and the diseased, in a seething mass which defies the skill of medical science to deal with, and is disgraceful to a civilized

community,

-Pesti Naplo, the organ of the Deak party. strongly condemns the proposal of the Home Minister of Vienna to introduce a more centralized system of government in the western half of the empire. "It should not be forgotton," it says, "that Cis-Leithania is formed of an agglomeration of different people, and that Galicia and Bohemia at least have a right to be placed in an analogous position to that occupied by Croatia in Hungary." Hungary itself, it adds, is interested in the decentralization of Cis-Leithania, "Prusaia is the Macedon of Germany, and sooner or later she will absorb the German provinces of Austria. Consequently, she would absorb the whole of Cis-Leithania if that country became Germanized through the centralization of its administrative system at Vienna. If, on the other hand, the Slavonic populations of Austria are allowed to develop their natural forces, and, supported by Hungary, to exercise their due influence in the State, Austria will be enabled to resist all foreign attack. The maintenance of Austria is of importance to Hungary, and we have no fear as to our ability to support her even against the Germans.

-The semi-official Vidacdum, of Belgrade, expresses great alarm at the military preparations which are now being made by Turkey. It says that three entrenched camps are now being constructed by the Turkish authorities one at Iskelessi, one at Roushtchouk, and one at Sophia. The first is already finished, and is occupied by 22,000 troops: the second is to be held by a corps d'armee under Field-Marshal Abdul Kerim Pasha, and the third will be occupied by the sixth corps. In Bosnia, too, the new Governor, Savfet Pasha, has replaced all the civil officials by soldiers, who, directly they entered on their new functions, called upon the Mussulman inhabitants to state what arms they have in their possession. It is said that the population of Bosnia and Herzegovina are to be organized on a military system similar to that which exists in the Austrian province known as the Military Frontier, and that instructions will shortly be forwarded from Constantinople for that pur-

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washingwill leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sunday excepted) for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

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

Express Train at 4:00 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

Right Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-Fast, Perryville, Bavre-de-Grace, Perryman's,

Passengers for Fortress Monroe and Norfolk will take the 1200 M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and 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 6:30 and 8:18 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 Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:36 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Mag.

Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sandays excepted) at 7 00 A. M. and 4 35 P. M.

The 7-50 A. M. train will stop at all stations between Philadelphia and Lamokin. tween Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1.30 P. M., running to Oxford

1-30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5-40 A. M., 9-25 A. M., and 2-30 P. M.

Trains leaving Wilmington at 6-30 A. M. and 4-15 P.
M. will connect at Lamokin Junction with 7-00 A. M.
and 4-30 P. M. Trains for Baltimore Central R. R. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 06, 10, 11, 12 A. M.,

1, 2, 3%, 3¾, 4, 4 35, 5 05, 5¾, 6, 6¾, ½, 8, 9, 10, 11, 12

P. M.

P. M.
Leave Germantown at 6, 7, 7%, 8, 8\*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8\*20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9\*15 A. M., 2, 4\*05, 7, and 10% P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 %. P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¼, 5¼, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, S, 9:40, 11:40 A. M., 1:40, 5:40, 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 25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7%, 9, and 11 05 A. M., 1%, 4%, 5, 5%, 6%, 8 05, 10 05, and 11% P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's leave.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayank, and Conshonecken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUMK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 8, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11½

A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only
at School lane and Manayank.

The 5 P. M. train from Panadelphia will stop 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% P. M. W. S. Willson, General superintendent, Depot, NINTH and GREEN Streets.

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and 1-enton Railroad Companies lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6-30 A. M., via Camden and Amboy Accom. \$2-25
At 3 A. M., via Camden and Amboy Express. 3-30
At 2 P. M., via Camden and Amboy Express. 3-30
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., 19 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 630, 5, and 10 A. M., 12 M., 2, 230, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:38
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 9 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry,

FROM KENSINGTON 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 Bristel, and 10:15 A. M. and 6 P. M. for

Into:
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and 7 ullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for At 5:30 and 10:15 A. M., and 2:30, 5, and 6 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 at 8:39 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Rallway.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New
York Express Lines, via Jersey City. Fare, \$3:25,
At 11:30 P. M., Emigrant Line Fare, \$2.
At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for

Trenton.

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, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9 30 A. M., 8 and 12 P. M. Lines will run daily. The 9:30 A. M., 8 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 Waimut within one square. On Sundays the Market Street cars will run to connect with the 9:30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES, PROM KENSINGTON DEPOT.

BELVIDERE DELAWARE RAHLROAD LINES,
PROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Fails, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gan, Bulleting, Eastern Landschafe, All 139 A. M. and 330 P. M. for Scratton, Strongsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND

EMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET FERRY (UPPER SIDE). FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Moorestowe, Hartford, Masonville, Bainesport, Moust Holly, Smithville, Ewanaville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 2-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRT's FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depet.

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. 901 Chesnut street, or No. 116 Market street, will receive attention.

ł	receive attention. TRAINS LEAVE #POT, VIZ.:
1	TRAINS LEAVE EPOT, VIZ. :
1	Mail Train
J	Paoli Accommodat'n . 10:30 A. M., 1:10 and 7:10 P. M.
J	Fast Line 11:50 A. M.
J	Erie Express
١	Harrisburg Accommodation. 2:30 P. M.
	Lancaster Accomm dation. 4-90 P M
	Parkesburg Train 5:30 P. M.
	CHICIDING EXPESS.
	Eric Mail and Pittsburg Express. 9:30 P. M.
	Erie Accommodation
	Philadelphia Express, 12 night
	Eric Mail leaves daily, except Sunday, running on
	Saturday night to Williamsport only. On Sunday
	night passengers will leave Philadelphia at a o'clock

night passengers will leave Philadelphia at 8 o'clock.
Philadelphia Express leaves daily. Cincinnati
Express daily, except Saturday. All other trains
daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tleacts must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

THAINS ARRIVE AT DEPOT, VIZ. ;	
Cincinnati Express	ſ.
Philadeiphia Express,	E.
Eric Mail 6-90 A N	r
Paoli Accommodation, 8-20 A. M., 4-05 and 6-25 P. M.	ř.
Fast Line	۲.
Parkesburg Train	ï.
Lancaster Train	ï.
Erie Express	i.
Dey Express	ï.
Pacific Express	ï.
Harrisburg Accommodation940 P. N	ï
For further information, apply to	••
JOHN F. VANLEER, Jr., Ticket Agent,	
No dot CHURSTITI Change	

No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, The Pennsylvania Paliroad Company will not as-sume any risk for laggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount Ticket Agent at the Depot. in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS.

General Superintendent, Altoona, Pa. NORTH PENNSYLVANIA RAILROAD. - FOR NORTH PENNSYLVANIA RAILEGAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:-At 745 A. M. (Express) for Bethlehem, Allentown,

Mauch Chuak, Hazleton, Williamsport, Wilkesbarre, Mabanoy City, Pittston, and Tunkhannock. At 945 A. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railronds.
At 145 P. M. (Express) for Bethlehem, Eastor,
Mauch Chunk, Wilkesbarre, Physion, Scranton, and Hazleton, At 500 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chank.

For Doylestown at 845 A. M., 245 and 445 P. M.

For Fort Washington at 645 and 1045 A. M., and

For Abington at 1.15, 2.15, 5.20, and S.P. M. For Lansdate at 6.20 P. M. Fifth and Sixih Streets, Second and Third Streets, and Union City Passenger Railways run to the new deport. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 2:00 A. M., 2:10, 4:45, and 8:25

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. Fram Lansdale at 7-50 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 205, 405, 645, and 205 P. M.

Philiadelphia for Bethlenem at 9:00 A. M.
Philiadelphia for Bethlenem at 9:00 A. M.
Philiadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Ticketa sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS,
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869,
Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations, 5:15 P. M., Mail, for Cape May, Millville, Vinciand, and way stations below Glassboro, 5-50 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 5-30 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.
WM. J. SEWELL, Superinfeadent.

September 10, 1860,

RAILROAD LINES.

READING RAILROAD.—GREAT THUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyikili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.

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 stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS.

At 3:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 7:30 A.M. train connects at READING with East Pennsylvania Raiiroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisourg, etc.; and PORT CLINTON with Catawisea Eailroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schnytkill and Susgnoburg trains for Norey, and Schuylkill and Susquehama trains for Nor-humberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., commenting with Reading and Columbia Rallroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Finiadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M. READING AND POTTSVILLE, ACCOMMODATION, Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 16:15 A. M.

Returning, leaves Philadelphia at 8:45 P. M.; arrives in Reading at 8:47 P. M.; arrives in Reading at 8:48 P. M., and at Pottsville at 9:49 P. M.

P. M.
Trains for Philadelphia leave flurrisburg at \$10 A.
M., and Portaville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave flurrisburg at 2
P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 6 45 P. M.
Harrisburg Accommodation leaves Reading at
715 A. M. and Harrisburg at 4 10 P. M. Connecting
at Reading with Afternoon Accommodation states.

Reading with Afternoon Act Market train, with a passenge hiladelphia at 1245, noon, for itations; leaves Pottsville at 5 at Reading with accommodation phia and all way stations. all for Philadel

All the above trains run dally, 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 train itending at 4.25 CHESTER VALLEY MAILROAD,

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-20 P. M. trains from Philadelphia. Returning troop Downingtown at 6-10 A. M., 1 and 5-45 P. M.
PERKIOMEN RAILSCOAD.

Passengers for Schwenksville and 430 P.M. trains from Phitade Schwenksville at 5.55 and 8.12 A lines for the various points in T men Valley connect with trains at Collegeville COLEBROOKDALE nwenksville. ROAD, Passengers for Boyertown atphia, returning from Boyerto at 7:25 and 11:50

NEW YORK EXPRESS FOR PITTSBURG AND Leaves New York at 2 A. passing Reading at 12:25 A. M. 1-15 and 10-02 P. M., and connecting at Harristong with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Willia, Sport, Elmira, Baltimore, etc.

more, etc. 'Returning Express train leaves Harrisburg on artival of Pennsylvania Express from Pittsburg at 210 and 520 A. M. and 440 P. M., passing Reading at 410 and 705 A. M. and 000 P. M., and arriving at New York at 1000 and 1145 A. M., and 1020 P. M. Sleeping cars accorpany these trains through between Lersey City at 1000 and 1000 P. M. through between Jersey City and Pulsburg without

change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKHL VALLET BAILROAD.

Trains leave Pottsville at 6:00 and 11:20 A. M., and 6:00 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:35 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 and 11:50 A. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

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

Execution Tickets from Philadelichia to Hardisp

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

reduced rates.
Excursion Tickets to Philadelphia, good for one lay only, are sold at Reading and intermediate sta-lors by Reading and Potistown Accommedation Frains, 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. Nicolls, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, be-

tween all points, at \$52.50 each, for families and SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at reneed rates.
CLERGYMEN residing on the line of the road

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 Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowill streets.

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

MAHS close at the Fhiliadelphia Post Office for all

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 leave Philadelphia daily at 455 A. M., 1245 noon, 5 and 7 to P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points percond. points beyond. BAGGAGE - Dungan's Express will collect baggage for all trains leaving Fol adelphia Depot. Orders can be left at No. 225 South FOLKTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA RAILEOAD. Leave Palladelphia from No. PHIST and CHESNUT Streets. 240 P. M., 445 P. M., 440 P. M., Leave West Chester from Dog M., 11 00 A. M. A. M., 10 45 A. M., 1-55 P. M., 4-50 P. M., and 6 Train leaving West Chester at B. C. Junetion, Lenni, Gice-leaving Philadelphia at 4-46 dia, Glen Riddle, Lenni, and sengers to or from stations M. will stop stop at Me-nction. Pas-West Chester sengers to or from stations and B. C. Junction going East West Chester at 745 A. M. train leaving West Chester at 7.45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will face train leaving Philadelphia at 4.40 P. M., and win change cars at B. C. Junction.

The Depot in Philadelphia is true and directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrives.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M. Leave West Chester for Philadelphia at 155 A. M. WILLIAM C. WHERLER, 4 105

PHILADELPHIA AND ENTE BAILROAD,— WINTER TIME TABLE. On and after MONDAY, Sept. 6, 1839, the Trains on the Philadelphia and Eric Statiroasi will run as follows from Pennsylvania Emirond Depot, West Philadelphia:— WESTWARD.
MAIL TRAIN leaves Philadelphia.
Williamsport. 8 15 P. M arrives at Erie. ERIE EXPRESS leaves Philis delphia. "Williamsport ELMIRA MAIL leaves Philadelphia. ... Williamsport ... ... wrives at Lock Haven. EASTWARD. 8:15 A. M. MAIL TRAIN leaves Etie. Williamsport. arrives at Pulledelphia... ERIE EXPRESS leaves Erie, William sport. arrives at Phinadelphia. ELMIRA MAIL leaves Lock Haven 6-50 A. M.

"Willausport 8-45 A. M.

"arrives at Philadelphia. 7-15 P. M.

BUFFALO EXP. leaves Williamsport. 12-20 A. M.

"Harristorg 5-40 A. M.

"Arrives at Philadelphia. 9-25 A. M.

Express East connects at Corry, Mail East at Cerry and Tryineton, Express West at Irvineton, with trains of On Creek and Allegheny River Rathroad.

All. TYLER, FRED General Superintendent. ELMIRA MAIL leaves Lock Haven.....

M. THOMAS & SONS, NOS. 159 AND 144 THE CHOICE AND ELEGANT COLLECTION OF PAINTINGS OF CHARLES F. HASELTINE Now on exhibition at No. 1125 Chesont streets, will be sold at Concert Hall
On Wednesday and Thursday Evenings,
Oct. 20 and 21, at 7% o'clock.
Catalogues are now ready.

AUDTION SALES.

Sale No. 521 North Seventh street.
HANDSOME FURNITURE, ELEGANT PIANO,
NIRROR, BRUSSELS CARPETS, FIREPROOF,
ETC., ETC.

ETC., ETC. On Friday Morring,

22d inst., at 19 o'clock, at No. 321 North Seventh street,
by catalogue, the entire Furniture, comprising Handforms suit walnut parlor furniture, in hair cloth; centre
and boquet tables, clegant tosewood plans, made by
Steck; French plate pier mirror; walnut dining-comfurniture; sideboard; extension table; fine Brusse's and
other carpets; superior walnut chamber furniture; wardrobes; hair mastressee; feather beds; bolsters and pillows;
kitchen utensils, etc.

Also, fireproof, made by Parrel & Herring. 10 20 2t

Also, firefired, made by Faired & Herring. 10 20 m.

Sale at Coates street wharf, river Schuylkill, by order of Chlef Engineer Fairmount Park.

ENGINE, BOILERS, PRENCH BURK MILL STONES, ETC. ETC.

On Saturday Morning,

Oct. 23, at 11 o'clock, at the Grist Mill, Coates street wharf, river Schuylkill, will be sold 1 horizontal engine, 12-inch cylinder, 30 inch stroke; 3 cylinder boilers, 36 feet leng, 2 feet diameter; 4 pairs French burr mill stones, 4 feet diameter; 1 pair French burr mill stones, packing machines and elevators, and all the machinery appertaining to a grist mill.

DUTCH FLOWER ROOTS.
On Saturday Morning.
October 25. at 11 octobe, at the Auction Rooms, one case, comprising a general assortment of hyacinths, tellips, crocus, narclesus, iris, dracanculus, galanthius, etc., from L. Rooces, Haarlem, Holland. Catalogues now ready.

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

SPECIAL SALE OF SOL LOTS OF DRY GOODS.
BEING THE ENTINE STOCK OF A FIRST CLASS
HOUSE DECLINING BUSINESS.
Oct. 22. at 16 o'clock, on four months' credit, including
dress goods, silks, satins, velvets, cropes, shawls, domestic
lineas, clockings, white goods, Cartwright & Warner's
inderwear, hostery, gloves, ribbons, laces, trimmings,
etc.

IMPORTANT SALE OF CARPETINGS, GIL CLOTHS,
FIG. ETC.
On Friday Morning.
Oct. 22, at 11 o'cleck, on four months' credit, about 200
pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cleths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, On Monday Merning, Oct. 25, at 10 o'clock, on four months' credit. 10 19 5t

SALE OF 2000 CASES BOOTS, SHOES, HATS, CAPS, ETO, ETC., On Tuesday Morning, Oct. 26, at 16 o'cleck, on four months' credit. 19 20 56

C. D. MCCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS. SHOES, BROGANS, ETC. On Monday Morning.
Oct. 25, at 10 o'clock, embracing prime and seasonable goods from the best city and Eastern marufactories 10 21 3t. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
HESNUT Street, rear entrance No. 1167 Sansom street.

Sale at the Auction Store No. 1110 Chesnut street.

NEW AND SECONDHAND HOUSEHOLD FURNETURE, PIANO-FORTES, Carpeta, Organ, Mirrors,
Fine China, Silver Plated-wave, Paintings, Engravings,
Stoves, etc. etc.

Stoves, etc. etc.

On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut
stores, will be sold by catalogue, a large assertment of
superior Furniture, consisting of parlor and chamber
suits of walnut furniture, dining-room furniture, carpets,
French plate mirrors, kitchen ferniture, stoves, etc.

FINE FRENCH CHINA—An invoice of rich china
can sets, toilet sets, chamber sets, mantel vases, flower
stends, etc. ands, etc.
SILVER-PLATED WARE.—Also an assortment of fine
iter-plated ware and table cutlery.
PAINTINGS AND ENGRAVINGS.—Also, a number of

PAINTINGS AND ENCRAVINGS.—Also, a number of oil paintings and framed engravings.

ELEGANT WEBER PIANO-FORTE.

On Friday Alternoon.

At 20'clock, at the auction store, will be sold, a first-class Weber piano-forte, nearly new.

BILLIARD TABLE.—At same time will be sold, one superior billiard table, complete.

ELEGANT CHINA.—At 1 o'clock, on Friday, will be sold, 20 clegant decorated china tea sets; 10 French china tea sets, and an invoice of splendid Bohemian manual vases.

[10 20 2t]

LIPPINCOTT, SON & CO., AUCTIONEERS MARTIN BROTHERS, AUCTIONEERS .-M. (Lately Selesmen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Miner.

BOOTTE AET GALLERY, No. 1020 CHESNUT

LUMBER. 1869 HEMLOCK. SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. 1869

SPANISH CEDAR, FOR PATTERNS. RED CEDAR. FLORIDA FLOORING,
FLORIDA FLOORING,
CAROLINA FLOORING,
VIRGINIA FLOORING,
DELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK, 1869

1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS. WALNUT PLANK.

UNDER AKERS LUMBER. 1869
RED CEDAR,
WALNUT AND PINE. SEASONED POPLAR. 18
SEASONED CHERRY. 18
WHITE OAK PLANK AND BOARDS. 1869

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

CAROLINA SCANTLING. CAROLINA II, T. SILLS, NORWAY SCANTLING. 1869 CEDAR SHINGLES. 1869 1869MAULE, BROTHER & CO., No. 2500 SOUTH Street. 116 INITED STATES BUILDERS' MILL.

FIFTLENTH STREET, BELOW MARKET, ESLER & BROTHER, Proprietors.

WOOD MOULDINGS, . BRACKETS, ETC.

BALUSTERS AND TURNING WORK. A Large Stock always on hand.

PANEL PLANK, ALL THICKNESSES.—
1 COMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.
1 LAND SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and 4½.
SPRUCE JOIST, ALL SIZES.
PLASTFRING LATH A SPECIALTY.
Tegestor with a general assortment of Building Lumbey, for sale low for cash.
3 25 tm FIFTEENTH and STILES Streets.

LUMBER UNDER COVER,

Walnut, White Pine, Yellow Pine, Spruce, Hemlock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM,

8 201 No. 924 RICHMOND Street, 18th ward,

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Buck. Also, Paper Manufacturers Driver Feltz, from thirty to seventy-six inches wide, Paulins, Eelting, Sail Twine, etc.

JOHN W. EVERMAN, 255 108 CHURCH Street (City Stores)

A LEXANDER G. CATTELL& CO., PRODUCE COMMISSION MERCHANTS, No. 120 MORTH WHARVES No. 27 NORTH WATER STREET, PHILADELPHIA. 128