## PONEYVILLE LECTURES.

Something About the Town, and a Good Deal About Dr. Dipps.

The beautiful hall of the Assembly Building very near akin in richness of decoration and a home-like comfort to a large drawing-roomwas filled last evening with a highly cultured and select andience, comprising many of the leading divines, lawyers, and literati of our city. The occasion was the delivery of the first of the celebrated Poneyville lectures by our townsman, William L. Dennis, Esq., and the masterly dissection of the quackeries and ignorance of the class of impostors represented by Dr. Dipps was greeted with hearty laughter and applause. As

graphic report of this brilliant lecture. Poneyville, like almost every other American town and village, has an interesting local history. About twenty years since old Squire Walcott, who had spent his life and made his money in the northern part of Vermont, took it into his head (solely on account of his sons, as he alleged), to move further south and west. In accordance with this purpose, he sold his two farms, the most of his stock and implements of labor, and with about \$15,000 dollars in cash he

far as our space will allow, we present a phono-

went forth to seek a new home. Sonire Walcott was a man of extremely wellbalanced mind. If he had a weakness-I don't assert that he had-it was for Canadian ponies, as a tough, obedient, easily-kept working stock, and under this impression he purposed to make his journey with pony teams. Every thing went smoothly—this is a violent figure of speech, for the roads were fearfully rough-for about a week, when the off horse of the forward team, which was driven by Truman Walcott, the Squire's oldest son, became at times quite unovernable, kicking right and left, backing, shying, and finally stopping. The consequence was they made a poor day's journey, much to the Souire's disgust, who insisted that change of diet had in some way disturbed the digestion and temper of Grizzle, his favorite brute; and the Squire was probably right, for in forty-eight hours from that time the distemper had extended to the four ponies, who, disagreeing in everything

availing to change the purposes of the favorite Canadians, and the Squire had to pitch his tent for the night just where he stood. The next morning he learned that he was in the immediate neighborhood of a good waterpower: that there was neither saw nor grist mill within fifteen miles of him; that the land was well wooded, while the soil was rich and offered at reasonable rates; sc., on that day, he purchased 400 acres of ground, with good water privilege. selected a site for his log house, and whether in compliment or condemnation of his ponies, I know not, named the place Poneyville. It is now a village of some four thousand inhabi-

tants, with half-a-dozen mills of different kinds.

an academy, fine churches, two banks, two

else, agreed in this, that their journey was

ended, and that they would not budge another

inch. Coaxing and cudgeling were unlike un-

newspapers, half-a-dozen taverns, an immense tannery, and the largest distillery in the State. Having had occasion within the last five or six years to spend, at different times, several weeks at Poneyville, examining certain land titles in which a client of mine was interested, I made the acquaintance of a number of its citizens. many of whom have very remarkable historiesso remarkable that I feel authorized, especially since Abbott has succeeded so well in touching up and beautifying the characters of the two Napoleons-in undertaking a few life sketches of some of the Poneyville worthies. This evening I invite you to call with me upon Dr. Dipps -Dr. Dipps, of Poneyville.

th Dipps was early apprenticed to a ef butcher, but having been mercllessly gored a bullock he was about to slaughter, he abandoned the calling in disgust and commenced work in his uncle's tannery. An unlucky plunge into one of the deepest vats took Zed nearly two years to recover his color and composure. An experimental visit to John Scraps, the tallowchandler, led to his opening a candle factory of his own. The great advance in the price o allow in 1861 snuffed him out, and he made a failure: but to this day the doctor declares he loved the business, and felt for each of his wicked allow dips almost a fatherly affection.

In the autumn of 1861-2, Dipps was the poores man in Poneyville, and he probably would have remained so had he not made Dr. Spencer's chambermaid his wife. While suffering the pains and penalfles of poverty, Mrs. Dipps reminded her husband of the great success of Dr. Spencer— Spencer was originally in the spruce beer busi-ness—and urged him to become a doctor and ess the world with his learning and tinctures. The mere suggestion opened the gates of an earthly paradise to the hitherto befogged and belittled Dipps, and in less than an hour the entire plan of operations was arranged. Dipps was to enter Spencer's office as a student of medicine, and was to remain there nominally thirty days, during which time he was to establish agencies for his forthcoming nostrums, prepare handbills announcing his astonishing dishandbills announcing his astonishing coveries, and prepare the way for the certificates that he needed to give his medicines a jog. Dipps' absence from Poneyville awakened no surprise; not so his return. Some said his sign, properly construed, meant Dipps, debtor; others that it signified Dipps drunk, and a few ex-pressed the plous hope that it meant Dipps

The first day Dr. Dipps had several unex-pected calls; the next day he spent in what he called his laboratory, which was his wash-room and cellar. On the third day there appeared in the Poneyville Eagle and Jingletown Clipper advertisements a column long, headed:—
"Will wonders never cease? Another miracle.

Let the sick and suffering read, recover, and rejoice. Dr. Dipps Cyclops Bitters, the product of years of painful experiment, given to the public. These bitters cure asthma, acidity, strophy, apoplexy, billiousness, boils, bronchitis bunions, cataract, contortions, cramps, con-sumption, dropsy, drowsiness, deafness, dyspepsia, diptheria, erysipelas, fever, faintness, dyspep-sia, diptheria, erysipelas, fever, faintness, fits, gout, hysteria, hydrophobia, Itching, laundice, liver complaint, measles, mamps, neuralgia, obesity, pneumonia, pleurisy, precocity, quinsy, rheumatics, rickets, red eyes, roaring, strabismus, strangulation, stuttering, toothache, tuber les, tic doloreux, and many other complaints.' On the following week gaudily-colored hand bills were displayed by the roadside and in the principal stores of the county; and in less than a month from the time Dipps put out his shingle his three runners—Sponge, Fairspeech, and Gammy—had established more than one hundred agencies in the State. Week after week the Poneyville Eagle and the Jingletown Clipper were filled with the most disgusting flattery of Dipps and his medicines; cures more and more astounding were announced and sworn to, ay,

stubbornly sworn to. John Zone swore that a corn as big as a wal-nut, from which he had suffered for years, had been removed without pain upon a single appli-cation of Dr. Dipps' corn-cracking liniment. Tablitha Teek swore that her left side, ever

since she was twelve years old, had been as full of stitches as an old-fashioned sampler, and that one bottle of Dr. Dipps' side-winder had pulled them all out, and made her side all right.

Timothy Tickler swore he was so full of saft them that he had no room for more and he

rheam that he had no room for more, and he had made up his mind to go down to the grave a crystalized martyr when he chanced to hear of Dr. Dipps' perfumed pickle-killer, one gill of which made so perfect a cure that he had no

g as a platter and four inches deep.

Toodles swore that in consequence of injuries received on board a gunboat during the war, his backbone became as crooked as a corkscrew; that he had consulted the most eminent physicians of the county, and not one of that em had been able to start a kink. On a certain night, just before he was about to be put into his perforated hammock. an old comrade brought him a box of Dr. Dipps' anti-puckering spine adjuster, with which his shockingly dis-figured and disjointed back was bathed. The next morning, when he awoke, he was not only cured, but actually seven linches and three-eighths taller than when he went to bed. And as a slight expression of his gratitude, he sent to the doctor the following poem:-

Never, no never can these line Express the love I feel for Dipps, Who between sunset and next day Took all that crooked spine away, And gave me one fulf of marrow And just as straight as Indian arrow.

The Doctor's fortune was made; orders for his medicines came from all quarters. On the 1st of January, 1863, the Poneyville Eagle contained the following announcement:—'Dr. Dipps can be consulted by patients at his office between the hours of 3 and 4 o'clock A. M. only, his professional engagements entirely filling the re-maining business hours of the day. In 1863 Dipps had, including ten clerks, over one hundred persons in his employment, and he returned a taxable income of over \$82,000—and that is more than is averaged at Harrisburg. When I add that Dipps is a large man, loosely put to-gether, with a broad, doughy face, a dull inex-pressive eye, flabby cheeks, and an immense yellow nose that requires much more attention than it receives; that his only child is a long, lank, gawky daughter, rude and rough, and that his wife is just as keen and just as coarse as when she was Spencer's maid of all work, I have said all is necessary for me to say for you to be-come acquainted with Dr. Dipps, his family, and

Into the first families of the neighborhood, or as many of them as suited his convenience, Dipps had determined to make his way, and he had no more doubt of his success than he had of his purpose to make the attempt. He at once entered upon the project, and it may interest you to notice the several steps taken by the Doctor to secure this end. First, he changed entirely his style of dress. He was not very smart, but he was discerning enough to know that in many circles

> "Dress makes the man. And want of it the fellow."

Instead of the short jacket in which the Doc tor had been accustomed to attire himself, he startled the villagers by appearing in a dress coat, velvet collar, and with brass buttons. An immense snuff-colored wig adorned his heretofore bald pate; much to the grief of his laundry maid, he changed his linen twice a week; he crowded his thick No. 10 feet into patent leather boots, purchased a massive finger-ring, sported a gold eye-glass, split straw colored glov numerable, wore a crimson vest, a diamond heart and pin, and a seven dollar hat, as unlike the old felt hat he had worn as a splendid gold chronometer is unlike an old-fashioned buils'-eye watch. He ordered cards for Mrs. Dipps, Clo rinda, and himself, and purchased a magnificent equipage, with its coat of arms a flambeau, and its driver an immense Sambo.

Secondly. He changed entirely the internal economy of the house and household. Heretofore it had been a very democratic establish-ment. They had breakfasted at five, dined at twelve, and taken supper, as they called it, at six o'clock in the afternoon. They had employed but one servant, and she was maid of all Mrs. Dipps and Clorinda had participated largely in domestic labor. They had been accustomed to dress up-that is their term, not mine-only on extraordinary occasions. As for Dipps, he had habitually taken home his meats and groceries, and had harnessed his own horse and greased his own boots. They had owned a plano-everybody owns a plano now-a days-an instrument that the doctor had taken in exchange for his cordwainer's pills. But the instrument had never been put to any aristocratic uses, unless thumping it, as one prize-fighter

thumps another, is such a use.

Now everything was changed. Breakfast at 9, lunch at 1, dinner at 5, tea at 8. The tables multiplied until the house looked like an intelligence office; servants from all countries and climates: servants with every hue of countenance and conscience. There was an Italian music master, a Scotch gardener, a French dancingmaster, an English cook, a German wine-taster, a Yankee butler, an Irish høstler, and a Prussian

Mrs. Dipps and Clarinda gave their calicoes to the Mute Society, and swept the streets with moire antique and cashmeres. Certain hours of the day were set apart for specific duties and pleasures. Calls made and received from 12 to 2; promenade at 3; dinner tollette at 4; cards at 9; hair in papers at 11; spring mattresses at 12.

Thirdly. The Doctor had determined to become a member of the State Medical Society. This was no small undertaking, but he thought he saw his way through. By the conspiracy of his clerk, he was subjected to a mock examination by three medical students, and the ludicrous blunders perpetrated by the ignorant dupe formed one of the liveliest parts of the lecture. Thereupon Dipps and his family speedily re-lapsed into their original barbarism, and are now as free from personal ambition as they are from self-respect and decency.

The history of Dr. Dipps is far from being a fanciful one. The substantial original can be found in scores of towns and cities both in Europe and America. Quackery has a venerable history. I never read the touching account in the gospels of the woman who spent all her living in vain attempts to subdue a dreadful disease, without the conviction that she spent her money upon quack doctors. I think this inference irresistible, for her disease was positively incurable by human means; and no in-telligent physician of any age would promise such an impossible restoration to health; that would be the work of montebanks and char-

atan. In our days empiricism is in the ascendant. It not only builds magnificent palaces, but it challenges universal attention. It not only advertises itself in every place, secular and sacred, but its high sounding circulars and gaudy handbills meet us everywhere. This has been the case for years; and now it has added peripatetic advertisers in the shape of burly negroes, or more degraded white men, who bear above them mmense banners or transparencies, setting forth

the excellence of this or that nostrum. Quacks, medical quacks, outnumber any other of the dangerous classes that infest society. And these manufacturers of quack medicines are the only persons in the world who habitually trifle with and impose upon that noble principle of our nature that leads us to seek with Argus eye, and to seize with eager hands, no matter what the cost, the balsam that promises to save the life of a dying friend. And what stamps these miserable men as worse than all their peers in fraud and villainy, is that they purposely impose upon this noble, God-like principle of our nature by addressing themselves especially to the afflicted, and thrusting their advertisements under the anxious, weeping eyes in such a garb as to attract the attention and mock the love that, at any sacrifice, would keep back the grim destroyer. I can imagine no fraud half so bad as this. I say this not unmindful of the fact that there are some preparations known as pa-tent medicines that probably deserve a high reputation; but these preparations are but an infinitesimal fraction of the unnumbered thousands of nostruins that deluge the world. And, besides, these few valuable preparations were prepared and sent out by regularly educated physicians, and not by defunct tailors and tailow chandlers, crippled blacksmiths and bakers.

Now for a few rarting words. If there are

Now for a few parting words. If there are physicians present allow me to remind you, entlemen, that your profession is to some extent, perhaps to a great extent, responsible for the evil I have noticed. It is next to impossible for a well-educated, careful, conscientious physician, to provoke or encourage quackery. His professional life, taken as a whole, will command respect, and will add to his own and hiprofessional brethren's dignity. But it is fa-

Bob Ventacle swore that two ounces of Dipps' otherwise with your half-educated, careless, roles absorbent had annihilated a fever sore as licking physician. He knows nothing of pathology: he can make no diagnosis. He has mastered only the grosser properties of the materia medica. Its delicate lights and shades he has never comprehended, and hence he lacks the well-trained and true conscience without which no physician is to be trusted, though he has the he can make no diagnosis. He has maslearning of all the ages; for there can be no generous fidelity without conscience. God keep the sick man who depends upon a medical ad-viser who dare be untrue and faithless!

Your half educated physician knows just enough to work mischlef. He knows that he can take blood until the most turbulent patient is quiet, and he can administer narcoties until the most susceptible organism is insensible to pain, and that is about all he knows and does. Visit the districts where such men practice, and you will find an almost universal distrust of your profession, and a tendency alike universal for every man to act as his own doctor. It is so in every profession; the imputations that follow them result from the conduct of the uninformed Now, gentlemen, I beg to assure you that the most direct and speedy way to abate this nuisance we have been considering, is to endorse as physicians only the men who have the requisite learning and integrity to take charge of the highest and best human interests of their fellow-men. Let the rule be to graduate only intelligent and responsible men, and the silly gossip about the iguorance of the medical profession will soon die out, and with it there will be a healthy abatement of the mania for

quack medicines. And now, ladies and gentleman, a single sentence with you. When you reach home make an honest search in closet, and cupboard, and cellar for the vials, and bottles, and boxes that were once the receptacles of the vile stuff compounded by vile quacks. Bring all these graven images to the light; place them on the table before you; calculate the cost of the syrups, and elixirs, and bitters, and alteratives, and pills you have consumed, and all the pitchy plasters that have defiled you: and in the presence of these, your accusers—first thanking God that you are alive after so long and so frequently tempting Providence—record and keep the following yows:—First. Never to imagine yourself ill when you are actually well. Second. When you are really in need of medical advice, secure the best and most conscientious than can be obtained. Third. Take Dr. Dipps, his decoctions, and his celebrity, as a fair sample of all the quack doctors and their medicines, and their means of thrusting them upon public attention.

## RAILROAD LINES.

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

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 948, 10, 11, 12 A. M.,
1, 2, 3 1, 3 1, 4, 4 35, 546, 5 1, 6, 6 1, 7, 8, 9, 10, 11, 12
P. M. P. M.

Leave Germantown at 6, 7, 7½, 8, 820, 9, 10, 11, 12

A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6¾, 7, 8, 9, 10, 11 P. M.

The 820 down train and 3¾ and 5½ up trains will not stop on the Germantown Branch.

ON SUNDAYS,

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10½

P. M.

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

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

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

CON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 1:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phia at 6, 7%, 9, and 11:05 A. 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 A.

M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's land. lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½, P. M.

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK

Leave Philadelphia at 6, 7%, 9, and 11.05 A. M.,
126, 3, 426, 5, 5%, 6%, 805, 10.05, and 11% P. M.
Leave Manayank at 6.10, 7, 7%, 8.10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8.30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.

ON SUNDAYS.

ON SUNDAYS. Leave Manayank at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

TORTH PENNSYLVANIA RAILROAD .- THE NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

CANADA.

FALL SCHEDULE.

Takes effect November 1st, 1869.

Fifteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown,

Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9.55 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,

Scranton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittsten, Scranton, and Hazleton.
At 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and

For Abington at 1.15, 3.15, 5.20, and S. P. M.
For Lansdale at 6.20 P.-M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 A. M., 2:10, 4:45, and 8:25 P.M.,
From Doylestown at 8:25 A. M., 4:35, and 7:05 P. M.
From Lansdale at 7:30 A. M.

From Fort Washington at 9-20, 10-35 A. M., and

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 6.70 A. M. Abington for Philadelphia at 8 P. M. Tickets and and Bagagas checked through

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:— Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2 30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5-40 A. M., 9-25 A. M., and 2 -25 P. M.

On Saturday the 2 -25 P. M. train will leave at 4 -30 P. M.

Passengers are allowed to the control of the contro

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD

11 1 President and General Superintendent. W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper

Ferry), at S'15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations.

8 16 P. M., Mail. for Cape May, Millville, Vineland, and way stations below Glassboro.

2 80 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5 20 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon, Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

WM. J. SEWELL, Superintendent.
September 16, 1869.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will 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

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

Night Express at 1120 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolla. and Magnolia,
Passengers for Fortress Monroe and Norfolk will
take the 12 00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Wimington. 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 Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 5:10 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; 7:26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 4 25 P. M. cepted) at 700 A. M., and 425 P. M.

The 750 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 120 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M.

Trains leaving Wilmington at 620 A. M. and 445 P.

M. will connect at Lamokin Junction with 700 A. M. and 4430 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West. South, and Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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

New York and Way Places.

At 6:30 A. M., via Camden 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.

At 630, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

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 Ferry,

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, §3.

At 7:30 and 11 A. M., 2:30, 2:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. aud 6 P. M. for At 730 and 11 A. M., 230 and 5 P. M. for Morrisille and Tullytown.
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 Franklord, and at 8:30 P. M. for Holmesburg and Intermediate Stations.

FROM WEST PHILADELPHIA DEPOT.

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. Farc, 33:25.

At 11:50 P. M., Emigrant Line Farc, 22.

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 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
Frankford. Frankford.

The 9°30 A. M., S and 12 P. M. Lines will run daily.
All others, Sundays excepted.

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

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strouds-

burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 71 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

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, Moorestows, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Hainesport, Mourt Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 746 A. M., 11-00 A. M.,
2-30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A.
M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.
Train leaving West Chester at 8-00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 446 P. M., and will change cars at B. C. Junction.

B. C. Junction.

The Depot in Philadelphia is reached 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 ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. Leave West Chester for Philadelphia at 7:55 A. M. Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M. WILLIAM C. WHEELER, General Superintendent. 4 105

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—
WESTWARD.
MAIL TRAIN leaves Philadelphia.
920 P. M.
Williamsport.
720 A. M.
816 P. M. arrives at Erie. 816 P.

ERIE EXPRESS leaves Philadelphia 1150 A.

Williamsport 900 P.

arrives at Erie. 1000 A.

ELMIRA MAIL leaves Philadelphia 800 A.

Williamsport 610 P. arrives at Lock Haven... 7 30 P. M.

in value will be at the risk of the owner, unless taken

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkili, Susqueinania, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.

Leaving the Company's depot at Thirteenth and Callowing the Company's depot at Thirteenth and Callowing fireets, Philadelphia. at the following hours:— MCRNING 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 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Ethira, Rochester, Niagara Palis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. Hagerstown, etc.
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 Harrisburg, etc.; and PORT CLINTON with Catawissa Raiiroad trains for

PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 230 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 Afm. Returning, loaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottstville at 5-40 A. M. and Reading at 7-80 A. M., stopping at all way stations; arrives in Phila-

A. M., stopping at all way stations; arrives in Philadelphia at 16:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40

P. M.
Trains for Philadelphia leave Harrisburg at 8:19 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:46 P. M., arriving at Philadelphia at 6:45 P. M.
I arrisburg Accommodation leaves Reading at
7-11 A. M. and Harrisburg at 4:10 P. M. Connecting
at Leading with Afternoon Accommodation south
at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.
Market train, with a passenger cur attaches, leaves Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottaville and all way stations; leaves Pottaville at 540 A. M., connecting at Reading with accommodation train for Philadel phia and all way stations.

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 eading at 8 A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:50 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. 12:45, and 4:50 P.M. trains from Philadelphia, returning from Schwenksville at 5:53 and 3:12 A.M. and 12:55 M. Stage training from Schwenksville at 5:53 and 3:12 A.M. and 12:55 M. Stage on the switch school for the school for the

dines for the various points in Perklomen Valley con-nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD. Passengers for Boyertown and Intermediate points take the 730 A. M. and 430 P. M. trains from Philadelthia, returning from Boyertown at 7-25 and 11-50

A. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1225 A. M. and 145 and 10-82 P.
M., and connecting at Harrisburg with Pennsylvania and Northern Central Rallroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., arriving at New York at 10:20 and 11:45 A. M., and 10:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

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

SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and
6:50 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 8:55 A. M., and 8:29 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for
Pinegrove and Transon returning from Harrisburg.

Pinegrove and Tremont, returning from Harriso at 735 and 1159 A. M., and from Tremont 6-45 A. M. and 5-05 P. &l.

TICKETS.

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

Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train. Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadeiphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any peints desired, 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 reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to fickets at half fare, EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteanth and Callownill streets.

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 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4 35 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and nothing beyond. points beyond.

BAGOAGE —Dungan's Express will collect bag-gage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-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 Wainut streets cars run within one square of the Depot.

Steeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Fepot.

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. receive attention.

TRAINS LEAVE EPOT, VIZ. :-Mail Train. 8-00 Paol: Accommodat'a. 10-80 A. M., 1-10 and 7-16 Cincinnati Express. 5-30 P. M.

Erie Mall and Pittsburg Express. 9-30 P. M.

Erie Accommodation. 11-00 P. M.

Philadelphia Express, 12 night.

Eric Mall leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock-Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

daily, except Sunday.

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

THAINS ARRIVE AT DEPOT, VIZ. :

by special contract EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. AUDTION BALES.

M. THOMAS & SONS, NOS. 189 AND 141 Extensive Sale at the Auction Rooms, Nos. 109 and 141 SUPERIOR HOUSEHOLD FURNITURE, PIANO, MIRRORS, MOORGARS, HAIR MATTRESSES, AND TRATTER BEDS, OHINA AND GLASS WARE, CFIGE FURNITURE, STOVES, HAND, FETS, ETC.

SOME VELVET, BRUSSELS AND OTHER UAR.

PETS, ETC.

November 4, at 9 o'clock, at the Auction Rooms, by catalogue, a large assortment of superior Household Furnitare, comprising two handamne walnut parlor and library saits, covered with Bismark color terry, walnut parlor furniture, covered with Bismark color terry, walnut parlor furniture, covered with pinal, reps, and har cloth; walnut chamber suits, cottage chamber suits, superior reseased plane-fort, made by stallet & Davis; a superior walnut dwarf bockcases, 2 large malogany Bockcases, walnut wardrobes, sidebaards, extension, contre, and bouquet tables; line French plate mantel and pier mirrors, convex mirror, lounges, arm chairs, etagores, hat-statids, chima glass, and plated ware, fine hair and spring mattreases, feather beds, large from chest, cabingmaker's bench, sewing machines, platform scales, counters, about 20% yards fine volvet. Also, Mink Sable Mut and Collar.

Also, demant reserved seven octave plane forte, made by George Steck & Co.

Also, 12 autts elegant window curtains.

Also, 2 clogant reserved controllars.

Also, 2 clogant Bobomian vases.

FLEGANT UABINET FURNITURE, CARPETS, ETC.

Also, the elegant cabinet furniture of a gentlemian decliming housekooping, comprising 2 abasand walnut par

Also, the elegant cabinot funiture of a gentleman de-climing housekeeping, comprising 2 alegant walnut par-for and library suits: walnut chamber suits elegant walnut cabinet, 3 walnut bookcases, library, contro, and work tables; lounges; armachairs; spring and hair mat-tresses; elegant Brussels carpets; rugs; lineu floor cloths, etc.

L IPPINCOTT, SON & CO., AUCTIONEERS,

FIRST SPECIAL TRADE SALE OF
PARIS HOLDAY GOODS.
On Thursday Morning.
Nov. 4, at 10 o'clock, on four months' credit, comprising shout 1000 tots. Included will be found:
Full lines wax dolls, doll heads, ion sets, cups and saucers. Paris turnished work boxes, work boxes with musical attachments, glove boxes, jewel stands, albums, Viennasilk and leather bags, domestic bags and satchets, volvet and leather purses, portemenmaies, pocket-books, ladies' companions, large variety of meerschaum pipet, cigar holders, cases, etc.
The above goods are now landing, and particularly worthy the attention of the trade, comprising some of the finest goods imported.

LARGE POSITIVE SALE OF 1000 PACKAGES AND LOTS FOREIGN AND DOMESTIC DRY GOODS, ETC.

ETC.

On Thursday Morning,

November 4, at 10 o'clock, on four months' credit.
Included will be found 30 pieces black silks, dress goods,
L. C. hdkfra, 30 cases shirts, drawers, and jackets,
hosiery, Germantown woolens, millinery goods, notions,

BUNTING, DURBOROW & CO., AUCTION-BERS, Non. 282 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,
Nov. 4, at 10 o'clock, on four months' credit. 10 29 55

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS,
On Friday Morning,
Nov. 5, at 11 o'clock, on four months' credit, about 200
piceus ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, otc. 10 30 5t

SPECIAL SALE OF HANDKERCHIEFS, EDGINGS, INSERTINGS, COLLARS AND CUFFS, GENTS' FURNISHING GOODS, ETC.
On Friday Morning,
Nov. 5, at 16 o'clock, on four months' credit, embracing full lines tage-border, hemmed, hemstitched, mourning, embroidered, and printed handkerchiefs corahs, Hamburg ecgings, and insertings, linen collars and cuffs, etc., of a well-known moertation. of a well-known importation.

Also, hostery, gloves, travelling shirts, shirts and drawers, suspenders, umbrellas, tailors' trimmings, otc., etc.

A full line gents', ladies', and children's gloves, of all lescriptions, of a favorite make.

A full line of sable, mink, martin, squirrel, and Astrachan

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
November 3, at 10 o'clock, on four months' credit. 11 2 5t SALE OF 2000 CASES BOOTS, SHORS, ETC. On Tuesday Morning, Nov. 9, at 18 o'clock, on four months' credit. 11 3 6t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 111e
CHESNUT Street, rear outrance No. 1107 Sausom street.

Sale at the Auction Store, No. 1110 Chesnut street, SUPERIOR CABINET FURNITURE, FINE CARPETS, LARGE FRENCE PLANE MANTEL AND PIER MIRRORS, PIANO FORTES, CABINET ORGAN, LACE AND OTHER CURTAINS, FIRE-PROOF CHEST. SILVER PLATED WARE, EFO. On Friday Morning.

At 9 o'clock, at the auction store, No. 1116 Chesnut street, will be sold, a large assortment of Superior Parlor, Chember, Dining room, and Library Furniture, from families declining homeskeeping. Chember, Dining-room, and Land Bernell and Chember, Dining-room, and Land Bernell and Chember Furniture.

STOCK OF NEW CABINET FURNITURE.

At seme time will be sold, the Stock of a Cabinet-maker declining business, consisting of parlor and chamber declining business, consisting of parlor and chamber declining business, consisting of parlor and bookcases, suits, wardrobes, sideboards, secretary and bookcases, 1123t

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., ETC.
On To-morrow (Thursday) Morning.
At 10 o'clock, including a large line of city-made goods.
N. B. Sale every Monday and Thursday.

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Saleamen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor.

BSOOTT'S ART GALLERY, No. 1020 CHESNUS

LEGAL NOTICES.

LETTERS OF ADMINISTRATION DE bonus non having been granted to the subscriber upon the estate of ANDREW CURCIER, deceased, all persons indebted to the same will make payment, and those having claims present them to.

J. MORRIS HARDING, Administrator, 9 20wet No. 135 S. SEVENTH Street.

ESTATE OF JACOB DE COURSEY.—
been granted to the undersigned, all persons having
claims will present the same, and those indebted make
payment to

ELIZABETH A. DE COURSEY,
JOHN G. DE COURSEY, and
JACOB DE COURSEY, and
JACOB DE COURSEY, and
JACOB DE COURSEY, and

THE PRINCIPAL DEPOT

REVENUE STAMPS, CENTRAL OFFICE, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street), ESTABLISHED 1862.

the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished. Revenue Stamps printed upon Drafts, Checks,

The following rates of commission are allowed on Stamps and Stamped Paper:-

Address all orders, etc., to STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA.

DAVID FLEMMING CIGAR BOX MANUFACTURES. No. 515 COMMERON Street, above Market.

Orders filled at the shortest notice. 1914 Im WILLIAM ANDERSON & CO., DRALERS
in Fure Whiteless, No. 145 N to SECOND Street,
Philadelphia