POETS AND CRITICS.

In the current number of the Academy, Mr. latthew Arnold has stated his views upon a abject of considerable literary interest. "Excellent work," he says, "in a lower kind unts in the long run above work which is nort of excellence in a higher; first-rate riticism has a permanent value greater than bat of any but first-rate works of poetry and On a question like this, says a writer the Daily News, few men are better able a speak or are more entitled to be heard han Mr. Arnold, who has achieved distinnished success both as a post and a critic. le knows, if any one knows, the worth and orthlesances of criticism, and the author of The Forsaken Merman" and "The Scholar hipsy," whose best poems, according to Mr. winburne, cannot but live as long as any f their time, is not likely to depreciate the lorions art in which he has proved himself master. It is therefore with some diffidence hat we venture to differ from a writer so areful and judicious; but we think the falby of the argument might be proved, to go o further, from Mr. Matthew Arnold's own ritings. In criticism his work will be alwed, even by those who differ from him, be "first-rate," and it is probable that in ome respects he has no rival in this departent of literature; as a poet, on the other and, it would be absurd to place him in the ighest rank by the side of Shakespeare and filton, or even of Wordsworth and Keats. et it needs no spirit of prophecy to declare ant a few of Mr. Arnold's poems, half a en perhaps, two or three assuredly, will

a permanent place in English literature. as much be said for Mr. Arnold's criti-We greatly doubt it, and for this reathat criticism, however fine it may be, res but a temporary purpose, and in-nces comparatively few minds, while try lays hold of the human heart with a which time cannot relax, since it aps to universal feelings, which are unafed by change.

he art of criticism has been frequently ciated with the art of poetry. Dryden was of the earliest and ablest of English ics, and what he has written about postry poets has still its interest for students; it is scarcely too much to say that the se of "glorious John" has become obsolete, le his verse lives and will live. It may be ected that Dryden ranks with the poets , in Mr. Arnold's estimation, are first-We do not think this would be Mr. old's judgment; but let us take a less btful case. Dr. Johnson was accounted a at critic in his own day, and despite much matism and prejudice has not wholly lost reputation. He is often in error, he often ws an incapacity for appreciating the highorder of poetry, but he is always vigorous I clear-headed, and his discernment is etimes admirable. On the other hand, nson was a small poet, and would perhaps er have written in rhyme if it had not en the fashion of the age; yet one or two of s pieces, especially the lines on Levet, sur-ve in the memory of all lovers of poetry. min, Addison's criticism, considering the e at which it was written, may assuredly styled first-rate, while his poetry is for the ost part very poor stuff indeed. But who ads Addison's criticism now-a-days? Who s not read, perhaps learned, one or more of sacred poems written by the famous essayand preserved in most collections of Engpoetry?

he present age has produced some great glish critics and poets; indeed, almost all poets who flourished at the beginning of century. Coleridge, Shelley, Wordsworth, tt, and Southey, for example, distin-shed themselves in criticism as well as in try. Take the last of these names as an stration of our subject. Robert Southey's ief in his greatness as a poet has not been contemporaries. His epics have

perishable canvas. To depict objects in de-tail was, of course, impossible. In the deeps below the special groups of foliage disappear, blending in a rich but indistinct mass of ver-dure. In the remoteness of the plain the city becomes a white gleam; and the river, the ancient Abana, probably, sends up fitful flashes of light from the dark bosom of the forest. The hour chosen for the scene is the abarbar of the dark. closing of the day. The westering sun sinks closing of the day. The westering sun sinks behind the mountain chain, leaving its east-ern declivity in shadow; which explains the apparent want of texture and even of form in the rocks, making them look soft like wool as they flow down into the plain. The craggy points alone are defined by the sun-beams that gild them, as they pour through the gorge and throw a trail of splendor across the verdant sea. This trail of light is the picture. The huge shadow of the mounthe picture. The huge shadow of the moun-tain darkens the left side of the valley, extin guishing all but the faint glimmerings of the irrepressible river, so that the broad band of glory, making a clear course, strikes full upon the white domes and minarets of the city. No person who has not gazed on such a scene can judge well of the artist's fidelity in de-scribing it. No eye but that of an artist can take in the striking features of its beauty. Mr. Church has fine powers of observation, a remarkable faculty of retaining impressions made on the retina, and a singular skill in the use ot his pencil. All his pictures are studies of light; no one has been so successful as he in catching the effects of light in the rainbow, on the waterfall, on the near foliage or the distant mountain peak. Bu Mr. Church has forfeited our confidence by his ambitious efforts to produce startling effects. Year by year he seems to us to have been departing from the sober truth of art and courting the illusions of artifice. His purpose has been to surprise and startle rather than to teach, and in pursuing this purpose he has resorted to means not always noble or legitimate. We think he has done so in this instance. As we remarked before, he has escaped the necessity of drawing his rocks, delineating his buildings, or indicating his masses of trees. The license of generalization has been freely resorted to in order that attention might not be diverted from the one grand feature, the track of the sunbeam. But is the sunbeams uccessfully painted? Are its effects ably developed? Does the picture convey to the visitor the scene above sketched? We doubt if a single person standing before it would imagine himself looking down from an immense height upon a level plain thirty miles in diameter, and upon a city enbosomed in gardens. Not only the sense of elevation and of distance feebly conveyed, the plain does not seem to be a plain, but a violently broken surface. The portion covered by the mountain shadow appears to be a lake or inland sea; the portion traversed by the sunbeam has the aspect of a high ridge, cutting the valley in twain; the city has the appearance of being built on a broad plateau which slopes suddenly to the lake shore; and the river, instead of dashing from the eraggy fortress, and reaching out a hundred shining arms towards Damascus, looks as if it was flowing in an opposite direction, from the city to the mountains, and was trickling down the declivity into the lake, as it wound its way along. So clear is this impression that all former impressions of the scene acquired by reading are overlaid and obliterated by it. It is permanent; continued observation fails to

remove it; different minds take it, at different hours of the day, and bring it away with them. Now, the impression made by a stream of light so wide and brilliant may be precisely what is here given; if it is, the effect is of an exceptional character and fails to tell us the ordinary truth about Damascus, which must be far more bewitching than this singular eccentricity of description. And if, as we are wickedly tempted to suspect, the impres-

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1900. The trains of the Pennsylvania Control Pattern

AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Hailroad 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 be-fore its departure. The Chesnut and Wainut streets cars run within one square of the Depot. Steping-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.

THAINS LEAVE EPOT, VIZ. :--

l	Pholi Accommodat R., 10'30 A. M., 1'10 and 0'50 P. M.
l	Fast Line and Eric Express 11 50 A. M.
ł	Harrisburg Accommodation 2:30 P. M.
	Lancaster Accommodation 4 10 P. M.
l	Parkesburg Train
	Cincinnati Express 8 00 P. M.
	Erie Mail and Pittsburg Express 945 P. M.
l	Accommodation
1	Pacific Express 12:00 night.
i	Erie Mail leaves daily, except Sunday, running on
I	Saturday night to Williamsport only. On Sunday
ł	night passengers will leave Philadelphia at 8 o'clock
l	Pacific Express leaves daily. Cincinnati Express
1	daily, except Saturday. All other trains daily, ex-
1	cent Sinnday

The Western Accommodation Train runs daily,

21	cured and baggage delivered by 5 F. M., at No. 116
8	Market street.
8	TRAINS ARRIVE AT DEPOT, VIZ. :
n	Cincinnati Express
	Philadelphia Express
8	Pric Mall
1.	Paoli Accommodation, S'20 A. M., 3'40 and 6'95 P. M.
n	Parkesburg Train
	Fast Line
x	Lancas or Train
t	Erie Express
	Southern Express
y	Lock Haven and Elmira Express
g	Pacific Express
g	Harrisburg Accommodation
100	LAND I SHITTER AND

in value will be at the risk of the owner, unless taken 4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD. TIME TABLE. Trains will leave Depot corner Broad street and Washing

will leave Depot corner Broad street and Washing ton avenue as follows:--Way Mail Train at 9:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), fo Baltimore and Washington, stopping at Wilmingtor Perryville, and Havre-de-Grace. Connects at Wil mington 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. (duly), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12.00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Witmington. 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 Marrington and intermediate

ware Kallroad for Marrington and intermediate stations. Leive Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Eadbroad.

A. M. and 439 P. M. trains for Baltimore Central Railroad.
 From Baltimore to Philadelphia-Leave Baltimore 725 A. M., Way Mail; 935 A. M., Express; 236 P.
 M., Express; 725 P. M., Express.
 SUNDAY TRAIN FROM BALTIMORE.
 Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent.

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNE LINE from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas. WINTER ARRANGEMENT

WINTER ARRANGEMENT Of Passenger Trains, December 20, 1863. 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 Read-ing at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elimira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 750 A. M. train connects at READING with The 7:50 A. M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberiand Val-ley, and Schuylkill and Susquebanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pincervon de

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS, Leaves Philadelphia at \$40 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 645 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 940 A. M. Returning, leaves Philadelphia at 460 P. M.; arrives in Pottstown at 645 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 A. M. and Reading at 730

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 Å. M. and Reading at 730 Å. M., stopping at all way stations; arrives in Phila-delphia at 10 20 Å. M.
Returning, leaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Pottsville at 930 P. M.
Trains for Philadelphia leave Harrisburg at 540 Å.
M., and Pottsville at 9 Å. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2405 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M.
Harrisburg Accommodation leaves Reading at

deiphia at 6.45 P. M. Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12.20, noon, for Pottsville and all way Philadelphia at 12.20, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 26 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD, Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 3:05 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley con-nect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD, Passengers for Mt. Pleasant and intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7:00 and 11:00

A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Raliroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves harrisourg on ar-rival of Pennsylvania Express from Pittsburg at 5°25 A. M., and 12°20 noon, passing Reading at 7°20 A. M., and 2°00 P. M., arriving at New York 12°05 Loon, and 6°35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

these trains through between Jersey City and Pittsburg without ohange.
 A Mail train for New York leaves Harrisburg at 8:10 Å. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6:30 and 11:30 Å. M., and 6:50 P. M., returning from Tamaqua at 8:35 Å. M., and 1:40 and 4:50 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Anburn at 5:55 Å M. and 5:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 8:55 A. M. and 2:20 P. M. for Finegrove and Harrisburg, and at 12:19 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 8:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 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 Canades.

Canadas.

Canadas, Excussion 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

RAILROAD LINES.

ISON CONTRACT OF C

At 5 and 10 A. M., 13 M., 2, 3 30, and 4 30 P. M., 107 Trenton. At 630, S, and 10 A. M., 12 M., 2, 3 30, 4 30, 6, 7, and 11 30 R. M. for Bordentown, Fibrence, Burlington, Beverly, and Delanco. At 6 30 and 10 A. M., 19 M., 3 30, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 F. M. for Riverton. The 11 30 P. M. line leaves Market Sirect Ferry, (upper side). FROM EENSINGTON DEPOT.

(upper side). At 7:50 A. M., 2:50, 8:50, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristel. At 7:30 A. M., 2:50 and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Subenck's and Eddineton.

Schenck's and Eddington. At 730 and 1046 A. M., 930, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wu-sinoming, Bridesburg, and Frankford, and at 840 P. M. for Holmesburg and intermediate stations. FROM WEST FHILADELFRIA DEFOT.

Via Connecting Railway. At 7, 9:20 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare,

At 11'30 P. M., Emigrant Line. Fare, \$2. At 7, 9'30, and 11 A. M., 1'20, 4, 6'45, and 12 P. M., for Trenton.

At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for

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

Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

A. 730 A. M. and 330 P. M. for 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. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

Intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

Administrator's Sale No. 837 S. Second street. VALUABLE LEASE OF HOTEL, HOUSEHOLD FURNITURE, ETC. On Monday Morning, 10th instant, at 10 o'clock, at No. 537 S. Second street, the valuable lease for three years of an old established botel, rent Setto per annum: 12 bedsteads, mattresses, blankets, bedding, dining-room furniture, carpets and est cloths, fine double-barrol gun, gold ring, etc. 145t

ROADS. FROM MARRET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mouat Holly. At 7 A. M., 2·15 and 6·30 P. M. for Lamberton and Mediord. At 7 and 10 A. M., 1, 3·30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown.

At 10 A. M., for Lewistown, wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent. DIHLADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 995, 10, 11, 12 A. M., 1, 2, 314, 324, 405, 426, 5, 534, 6, 636, 7, 8, 920, 10, 11, 12 P. M.

Leave Germantown at 6, 6:55, 734, 8, 8:29, 9, 10, 10:70, 12 A. M., 1, 2, 3, 8:50, 4:34, 5, 554, 6, 6, 4, 7, 8, 9, 10, 11 P. M.

The 8-20 down train and 3% and 5% up trains will Dot stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 10%

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, 920, and 11 F. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 3%, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 945 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 F. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 124

SCOTT'S ART GALLERY AND AUCTION Commission Sales Rooms, No. 1117 CHESNUT Street, Girard Row. Particular attention paid to out-door sales at moderate rates. PEREMPTORY SALE OF AMERICAN AND FOREIGN PICTURES. On TLuesday and Friday Evenings, 6th and 7th instant, at 7% o'clock, at Scott's Art Gal-lery, No. 1117 Cheshut street, will be sold, without the least reserve, a collection of American and Foreign Paint-ings. Included in the sale will be specimens by Ream, litechauer, Winner, Groase, Weismann, J. W Scambey, J. F. Marntin, E. W. Davis, Nortrim, Eay, Henry Wilson, and others.

FOR CONSHOHOCKEN AND NORRISTOWN.
 Leave Fhiladelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8:05, 10:05, and 1132 P. M.
 Leave Norristown at 5:40, 6:25, 7, 7½, 8:50, and 11
 A. M., 1½, 8, 4½, 6¼, 8, and 934 P. M.
 The 7Å A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
 The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
 ON SUNDAYS.

WINTER ARRANGEMENT.

Hazleton. At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 445 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and

Fifth and Sixth Streets, Second and Third Streets

d Union City Passenger Railways run to the new

3'10 P. M. From Abington at 2'35, 6'45, and 9'20 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9'50 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7'00 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No, 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

tion. 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 Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

Leave Philadelphia, 835 A. M. Leave Cape May, 140 P. M. Leave Cape May, 140 P. M. WM. J. SEWELL, Superintendent. September 16, 1869 9 20

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. 50 WORTH WHARVES No. 57 NORTH WATER STREET, No. 57 NORTH WATER STREET, PHILADRLPHIA. 535 ALEXANDER G CATTELL. ELMAN CATERLA

1 30 P. M. For Abington at 1 15, 5 20, and 8, P. M. For Lansdale at 6 20 P. M.

CANADA.

DUNTING, DURBOROW & CO., AUCTION-ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 10055, and 11% P. M. Leave Manayunk at 610, 655, 7%, 810, 0*20, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. D EERS, Nos. 233 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. C. D. MCCLEES & CO., AUCTIONEERS L PPINCOTT, SON & CO., AUCTIONEERS, No. 340 MARKET Street. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superintendent, Depot. NINTH and OREEN Streets. LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. 1870 1870 HEMLOCK. WILSON, General Superintendent, Depot, NINTH and GREEN Streets, 0 SEASONED CLEAR PINE 1 SEASONED CLEAR PINE 1 CHOICE PATTERN PINE SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870 1870 NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

1870

1870

1870

114

AUOTION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

7

Sale at the Auction Rooms, Nos. 179 and 141 S. Pourth

Sale at the Auction Booms, Nos. 179 and 141 S. Fourth street. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, MIRKORS, CAMINET ORGAN, FIRE PROOF SATES, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, RIC, RIC OT humday Morning. An 6, af 9 of clock, at the auction moons, by catalogue, and hair cloth, wheat the auction moons, by catalogue, and hair cloth, wheat cheamber usits; cottage chamber with; fine French plate mirrors; three superior rosewood organ, made by S. D. & H. W. Smith; walnut secretaries and centre tables, founges, arm chairs, hat stands, eta-perior, made by S. D. & H. W. Smith; walnut secretaries and centre tables, founges, arm chairs, hat stands, eta-perior, made by S. D. & H. W. Smith; walnut secretaries and centre tables, founges, arm chairs, hat stands, eta-perior, made by K. D. & H. W. Smith; walnut secretaries and centre tables, founges, arm chairs, hat stands, eta-perior, made by K. D. & H. W. Smith; selant matrees-tents, fine French plate mirrors; three superior conserved the contrast tables, founges, arm chairs, hat stands, eta-perior, made by K. D. & H. W. Smith; selant secretaries and centre tables, founges, arm chairs, hat stands, eta-perior, south, and Farrel & Herring; large inter-mater the engravings, two superior fire-proof safes, made by Kwans & Watson and Farrel & Herring; large inter-mater stables, holdens, handsome velvet, Brunsels, and order, south machine, handsome velvet, Brunsels, and the superior fire of the superior fire proof safes, made the superior science, handsome velvet, Brunsels, and the superior science, handsome velvet, Brunsels, and H. 1428

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1119 CHEENUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 110 Chemut street. SUPERIOR NEW AND SECOND.HAND HOUSE. HOLD FUNITURE, Carpets, Mantel, Fier, and Cham-ber Glasses: Parlor Organs, Rosewood and Mahorany Case Pinno fortes: Spring and Hair Mattressor, Bod-ding: Fine Silver Plated Ware and Ivory Handle Gut-ter; decursted China Toilet, Sets, Oil Paintings, Coro-nos, Engravings; Clothes Hampers, Office Desks and Tables: Cooking and Parlor Stoves; China, Glassware, Etc. Etc. On Friday Membrid. Tables Cooking and Parlor Stoves; Uhina, Glassware, Etc. Etc. On Friday Morning, At 9 o'clock, at the ametion store, No. 1110 Cheannt street, will be sold by estalogne, about 200 lots of New and Second-hand Household Furniture, comprising Parlor suits in brocatelle, plush, reps, and bar cloth; walnut centre and broquet tables, with brocadilla, Lisbon and Tennessee marbles; about 25 suits of chamber furni-ture, walnut finished in oil and varnish, with wardrobes to match; about 50 expets of different kinds, library suits, with tables to match: eak and walnut dining room furniture, secretaries and bookcases; Spanish, fibrary, resding and rocking chairs; rosewood and malogany case plano-fortes. French plate mirrors, paintings, China tolet set, glassware, stroves, etc.

tolet sets, glassware, stores. jetc. BARBERS' CHAIRS AND LARGE COUNTER-Also, at about 10 o'clock, will be sold, 3 barbers' chair

and large counter. WALL PAPER.-Also, about 15,000 pieces of walt papers in lots to suit purchasers. 1521

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salosmon for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor.

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FURS. FURS. FURS. SPECIAL SALE OF 420 FURS. ROBES, ETC., BY CATALOGUE, On Thursday Morning, January 6, 1870, commencing at 10 o'clock, comprising a fine associated of ladies' and children's furs; also, robes, afguans, etc. 14 25

CONCERT HALL AUCTION ROOMS. No. 1219 CHESNUT Street. T. A. MCOLELLAND, Anctioneer.

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VASES, CARD RECEIVERS, AMARMO VASES, ETC., ETC., Op Thursday, January 6, at 10% A. M., AT THIK SALLESROOMS, No. 1219 CHIESNUT ST. (The Concert Hall Auction Rooms). The catalogue is a choice one and conta ns an une-qualled assorment of fine parlor suits oovered with p mab, reps, hair cloth, terry, etc. Chamber suits of valuat wood, finished in oil and varnish, and of the latest design. Elegant wardrobes, book cases, sideboards, marble-top tables, etageres, office and library tables, hanging hat-racks and umbrolla stands easy, wall, reception, and Spa nish chairs, etc. its was, hav, straw matreesses Also, two first class pinnos. Also, two large amarmo vases on podestals, bardigtio vases, card-receivers, etc., etc.

and others. Now open for examination, with catalogues. 15 St

proved a fortune to his family, neither they placed his name, as he fondly anpated, by the side of Milton's. Southey's k in poetry must, we fear, be pronounced ond-rate; his work as a prose writer and tic is, some of it, of the highest order; yet, Southey's name holds its place in literature, we believe it will, it will be due probably a few beautiful occasional verses rather an to the worth, high though it be, of his most inimitable prose. Sure we are that, ent as Coleridge proved himself in the alms of criticism, all he ever wrote about etry is as nothing when compared with that ost exquisite of all love poems, "Genevieve," th the "Hymn in the Vale of Chamouni," with the 'Ancient Mariner." On the ole, it may be said that poetry which cant justly be pronounced the best-that is to which must not be ranked with that of nte and Shakespeare, of Milton and Moliere as sometimes, nevertheless, a permanent ue, which is not reached even by first-rate

CHURCH'S "DAMASCUS." Mr. Church's new picture of Damascus has st been placed on exhibition in New York, d is thus noticed by the Tribune:-Mr. Church's latest-and, in the opinion of admirers, greatest-work is on exhibition r a short time at Knoedler's gallery. It is e first fruit of the artist's Eastern travel. understand the merits of the painting, it net be borne in mind that the city of nascus stands in an almost circular plain nut thirty miles in diameter. To the east, bare horizon stretches far away. To the t lies the great mountain chain of Antibanns, piles of sterile limestone rock. The vorite and usual approach to the city is om this quarter. The traveller passes over mountains, crosses the watershed, foling the course of a small stream that flows rough a rich valley. At length a cleft opens the rocky hills, between two precipitous ffs; up the side of one of these cliffs winds road; at the summit stands a ruined apel. From that chapel, on the very of the mountain range, the veller gazes on the plain of mascus, spreading out green and vast some maands of feet below. The yiew is one of most enchanting in the world. You stand heights consecrated of old by saintliness d prayer. You look down on the famous at of a civilization that has passed away, d on an expanse of natural beauty whose bry will never pass away. The little 'river had been pouring along between its nks, marking the landscape with a deep e of verdure, rushes furiously through the ine, and, suddenly breaking forth 'like bursting of a shell, like the eruption of a ano," seatters in every direction its lifeing waters and flashes all over the imse valley the intensity of green that herto had clung lovingly to its channel. low are the groves and gardens, floating, as were, like islands on the bosom of a fruit-

sea-the walnut and the olive trees, the negranate, the fig, the citron, the apricol, apple, and far in the distance "The city sparkles like a grain of salt."

This is the view the artist saw spread out neath him, and tried to transfer to his

sion is not true, the artist has not succeeded in what he undertook, and his latest work is not his greatest work.

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Railroads:--Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Kaliroad 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 Scio A M 2926 A. M. and 2'25 P. M.

540 A. M., 925 A. M., and 225 P. M. On Saturday the 2.25 P. M. train will leave at 4.30 P. M.

Passengers are allowed to take wearing apparel

Passengers are anowed to take wearing appart only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD, 111 President and General Superintendent.

PROPOSALS. PROPOSALS FOR TIMBER.

OFFICE OF PAYMASTER U. S. NAVY, NO. 425 CHESNUT STREET. PHILADELPHIA, JAR. I, 1870.] Sealed Proposals, indorsed "Proposals for Tim-ber," will be received at this office until 12 o'clock M., on the 13th of January, for furnishing the United States Navy Department with the following TIMBEH, to be of the best quality, and subject to inspection by the Inspecting Officer in the Philadel-phia Navy Yard, where it is to be delivered within thirty days after acceptance of bid, free of expense to the Government, for which security must be given.

FOR BUREAU OF CONSTRUCTION, ETC. 10 pieces Yellow Pine, 36 to 48 feet long, 16/4

inches square-mast.

pieces Yellow Pine, 38 to 54 feet long, 17% 10 pieces Yellow Pine, 47 to 30 feet long, 14)4

inches souare -mast 8 pieces Yellow Pine, 54 to 51 feet long, 19 inches

square-topmast. piece Yellow Pine, 38 feet long, 15 inches square

2 pieces Yellow Pine, 57 feet long, 21 inches a juare

yards, to taper at ends to 12 inches. B pieces Yellow Pine, 60 feet long, 92 inches square yards, to taper at ends to 12 inches. 6 pieces Yellow Pine, 45 to 48 feet long, 17 inches

mare—yards, to taper at ends to 9 inches. 1 piece Yellow Pine, 55 feet long, 15 inches square

--jibboom. The eleven pieces for yards, tapering, to have the heart in the centre at ends. To be of the best quality, fine-grained Southern Yellow Pine, which has not been tapped. No more sapwood than one-eighth of the face will be received on each corner. Deductions will be made in the measurement for all sapwood, axe matter and improper sources.

marks, and improper squaring. To be free from cross-grains, shakes, large knots, or other defects. The butts and tops to be cut off 4 105

or other detects. The ball to sound wood. The actual length and size of each peice required can be obtained on application to the Naval Con-structor, Navy Yard. Etank forms for proposals at this office. ROBERT PETTIT, 1 3 9t Paymaster United States Navy.

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reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points desired, for families and dires.

MILEAGE TICKETS.-Good for 2000 miles, be-tween all points, at \$5250 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at re-

duced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Phiadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.--Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willew streets. MAILS close at the Philadelphia Post Office for all places on the road and fits branches at 5 A. M., and for the principal stations only at 2.15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.55 A. M., 12:30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and points beyond.

Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-Cepted), as follows:--At 840 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffaio, Nisgara Falls, Röchester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Inzeleton. cepted), as follows :--

Streets.

W EST CHESTER AND PHILADELPHIA RAILROAD. Leave Fhiladelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 11:00 A. M., 2:20 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, st 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:55 P. M., 4:30 P. M., and 6:56 P. M. Train leaving West Chester at 5:00 A. M. will stop at E. C. Junction, Lenni, Gien Riddle, and Media; ieaving Fhiladelphia at 4:40 P. M. will stop at Me-dis, Gien Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 215, 440, and 325 P.M. From Doylestown at 845 A. M., 430 and 765 P. M. From Lansdale at 730 A. M. From Fort Washington at 925, 1035 A. M., and add P. M. 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 sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction

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

arrival. ON SUNDAYS. Leave Philadelphia for West Chester at 8-30 A. M. and 2-00 P. M. Leave West Chester for Philadelphia at 7-55 A. M.

and 4 00 P. M.

WILLIAM C. WHEELER, General Superintendent.

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 sta-

tions. 8-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro. 8-50 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 8-80 P. M., Woodbury and Glassboro accommoda-

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