OUR RELIGIOUS COLUMN.

THE HONEST SKEPTIC.

BY REV. ALEXANDER CLARK. There is an honest skeptic in almost every little community of a dozen souls, as in a certain upper room there was a Thomas long ago. And he is not to be ruled out as a reprobate. The man who doubts and, for aught we know, honestly denies the truth is worth looking at and talking to face to face. We cannot frown him aside. He is a character of interest and importance; and, alone, he balances over against a thousand mere credulous professors who are unable to give a reason for the hope that is within them-who satisfy themselves and their mates by saying, "Yes, just so; it's all right-all right," in the mumbling response of schoolish stupidity.

There is a modern skepticism which appeals to the passions of the thoughtless crowd, that insidiously pronounces its infidel jeers and jokes, inuendoes and blasphemies, to the outer masses who care nothing for truth. It points out the Judases, but knows no Johns. It exaggerates exceptions until rule and reason lose significance. It appeals to the illiterate and unreflecting multitudes. But the honest skeptic goes to the man who believes, and says openly, personally, and respectfully, "I cannot believe in the doctrines you offer, unless you give me more evidence." He is inquiring, anxious. convincible. You do not talk to granite when you talk to him. He puts himself uarely before the leverage of your logic; and if error be not uprooted from his mind and heart, the fault is yours, not his. Honest doubt is always carnest and active, and steadily urges after certainty. Who' rightly apprehending. does not admire Thomas? He has honor, and purpose, and feeling. Skepticism like his, outspoken and emphatic, has more virtue in an hour than all the traditional faith of schools in centuries. Inquiring unbelief will meet and recognize Christ and be satisfied, sooner than any five-pointed, technical, spectacled, and selfcomplaisant saintship under the sun.

How does Jesus himself deal with the skeptie? In his manner, rather than in any methodism of the sects, shall we discover the true criterion. Does the Risen One denounce him, exclude him from the select circle, hesitate to enter the room because Thomas, doubting and determined as ever, is within? Let sectarians who fence away all from their communion that do not subscribe to every line of letters in a narrow tenet-who turn over into perdition all that move beyond the rim of their own little church-note well the Saviour's dealing with the skeptic. Here is a man who deliberately avows his unbelief. Jesus knows him, seeks him, nears him, fastens his loving eye upon him as worthiest now of special attention in all the group, and says:-"Reach hither thy finger, and behold my hands; and reach hither thy hand and thrust it into my side; and be not faithless, but believing." Here is plain personal dealing, without upbraiding or reproach. Here is preaching condensed to a single point, stinging, sharp, and keen with love, and pressed into the individual soul. The Saviour did not generalize on the subject of doubt, and leave the doubter to select and apply to himself what he had a mind to. The Redeemer deals specifically with the doubter in the tangle of his doubts. The liberating message is exclusively for the captive. The ten emancipated disciples, happy and strong in the truth, are but casual witnesses of a new sublimity now-that of the risen Christ lifting a great soul from the gloom

SUMMARY OF CHURCH NEWS.

-The Episcopal church in Omaha has been destroyed by fire. It was a beautiful structure. -The Church of the Advent, in Boston, in accepting the resignation of their rector, Rev. Dr. Bolles, voted him a gift of \$3000.

—The Rev. Dr. Mahan has declined the Professorship in the General Theological Seminary, New York, to which he was recently elected. -The Protestant Churchman says:-"Every organized town in the Diocese of Dakotah is now occupied by the Episcopal Church, the stations numbering sixteen.

-The Episcopal diocese of Albany reports for the last year contributions to the amount of \$191,404, being \$74,000 more than the previous year; also, 772 confirmations and 7946 mem-

bers, an increase of 1412.

—Rev. George B. Whipple, an Episcopal clergyman, who followed Bishop Staley to the Sandwich Islands, has had enough of it, and returned home. He is now pastor of the church of Earthault Minnesota at Faribault, Minnesota.

—It is stated, upon what is believed to be good authority, that the Rev. Dr. Samuel Os-good has adopted the Episcopal faith, and that his retirement from the Church of the Messiah, New York (Unitarian), previous to his depar-ture for Europe, was made with this change in

view.

—The journal of the Episcopal Convention shows seventy-nine churches and chapels in the seventy-nine churches. The largest contri-New York city and Harlem. The largest contributions reported are: from Trinity Church, with its three chapels, \$54,254; Grace Church, with chapel, \$40,115; St. George and two chapels, \$36,575; Incarnation, \$29,451; Calvary, \$28,869; Trinity, with its chapels, has 2140 communicated at the contribution of t cants; St. George, 1500; Grace, 802. There are in the whole diocese 196 churches and chapels,

290 clergymen, and 20,867 Sunday scholars. -The Trinity Church at Woodbridge, N. J. has just celebrated its one hundredth anniversary. Rev. Dr. Ogleby, of New York, preached the anniversary sermon, in which he referred to the first services at Woodbridge, under the Rev. Dr. Bond, of Elizabethtown, in 1711, the organization of the parish by the Rev. Dr. Chandler, of the same place, under whose charge it re-celved its charter from King George III, 1769, and after the old church had been destroyed by fire, its restoration by the Rev. Dr. Hoffman, of

METHODIST. -The profits on the business of the Southern Methodist Publishing House amount to over

\$44,000 for the past year.

—A writer in the Methodist estimates that seventy-nine per cent. of the entire vote of the Methodist Church will be in favor of lay dele-

—Three years ago the Southern Methodists had but one church in Baltimore. Now they have nine. We see reports of their progress even further North—as in lowa, Illinois, and

-At the regular monthly meeting of the Board of Managers of the Church Extension Society for December, applications for donations and loans, from various parts of the country, to the aggregate amount of \$58,200, were

declined for want of means.

—The Pittsburg Christian Adeceale says:

"The wife of Rev. W. T. Alderman, pastor of our church at Hingham, Massachusetts, recently occupied her husband's pulpit with great acceptance during the fluess of her husband. She has frequently heretofore read the hymns and offered

prayer when he was present."

The Rev. Mr. Mills, paster of the Methodist
Episcopal church at York, in this State, died suddenly on Sunday week, shortly after ad-ministering the sacrament to a member of his church, who, to use his own words, was "near to the door of heaven." He was taken ill on his

The Methodist states that while Methodism has advanced in the towns and country places of England, it is feebly represented in London. In all the city there are only 65 Wesleyan minis-For registration purposes, London is

divided into 37 districts and 135 sub-districts. The Wesleyan pastors reside in 47 sub-districts, leaving 88 sub-districts in which there is no

minister at all.

—The Boston Traveller says that the generous offer of \$100,000 for buildings for the Boston Theological Seminary, made by Isaac Rich, on condition that the Methodists raise \$100,000 more by a certain time, is likely to be accepted. One gentleman of Lynn, Mass., has put down his name for \$10,000 of the last-named sum, and there are numerous smaller sums. PRESBYTERIAN.

-The Synod of Georgia has determined to remove Cglethorpe University to Atlanta, says the Associate Reformed Presbylerian of Due

-Rev. Dr. March, of the Clinton Street Church, Large and the Holy Land. Rev. Prof. E. E. Adams will supply his pulpit until he returns.

—The church in Quincy, Mich., after struggling for thirteen years without a house of worship or regular preaching, have just dedicated a neat wooden meeting-house, costing, with lot and furniture, \$6300.

The Chicago Advance says:—Rev. Arthur Swazey, pastor of the Third Presbyterian Church of this city, has resigned his charge, to become here. Its first number is promised in February.

—The Presbyterians, especially the New School, have for a year or two past been very active in Kansas, where they have within 18 months grown from one presbytery to a synod, and from two ministers to thirty. The union of

the Old and New School Synods will give about 70 ministers and churches. As many as twenty Presbyterian churches have been organized during that time.

Those who favor the permission to use in-Those who favor the permission to use in-strumental music in the worship of the English Presbyterian Church have gained a marked vic-tory. Two churches in London have used the organ, and their case has been for some time before the presbytery. The presbytery at its last meeting voted by 21 to 8 to present an over-ture to the next synod begging for permission for any church to use instrumental music whenfor any church to use instrumental music whenever two-thirds of its members shall vote in its favor. The argument that such a decision would tend to estrange the Free Church of Scotland was answered by the assertion that on this subject opinion was more liberal north than south

of the Tweed.

—A ridiculous charge has lately been published in the Chicago Times and elsewhere, to the effect that the Presbyterian preachers of Albany all refused to officiate at the funeral of Eckel, a prisoner confined in the penitentiary. They reply that not one of them was asked to officiate; not one knew of his confinement or death there; and not one would have refused to officiate if required. There is an excellent chaplain in the penitentiary, and their services are not generally needed, though always freely given, as in the case of the chaptain's late absence in Europe.

BAPTIST. - The Rev. P. S. Henson, D.D., of this city,

has declined a call to St. Louis, and his church has added \$1000 to his salary. —The Rev. Baron Stow, a well-known Baptist elergyman, died on the morning of December 27, of apoplexy, at residence in Boston. -Four years ago Dr. S. H. Ford's church, in Memphis, Tennessec, says the Central Baptist, numbered 72. It now has 300 members, and is

erecting a church to cost \$100,000. The First Baptist Church of Memphis (Dr. Burns) has 200 -There are fourteen colored churches in the Philadelphia Baptist Association. Of these, nine are in the District of Columbia, and one in Alexandria, Virginia. Four of them were admitted at the last session. One of them has 818 members. Twenty-five churches in the associa-

tion report a decrease in membership since last —There are eleven Baptist Mission Sunday Schools in Philadelphia, as follows:—Fox Chase and Sandy Hill, belonging to the Lower Dublin Church; Boardman and Emmanuel, belonging to the First Church; Manatawna and Rittenhousetown, belonging to Roxborough Church; Frank-ford (colored) Mission; Spruce Street Mission; Angora, belonging to the First West Phlladel-

ing to the Nicetown Church. CONGREGATION. Four churches and six ministers have orga

phia Church; German Mission; Franklin, belong-

nized the Southern Congregational Association of California. has become the paster of the Congregational church at La Salle Illinois.

-The Congregational Church in Albany, New York, are now worshipping in a new and beau-tiful edifice in the upper part of the city, in

-Forty members have been added to the church at Saratoga, N. Y., the past year, and they now have a fine place of worship, free from embarrassment.

-On the 12th of December a church of fourteen members was organized at Montgomery, Alabama. The Rev. J. A. Bedient, of the last class at Oberlin Seminary, assumes its pastoral

charge.

—The opening of Congress has filled up every available pew in the Congregational church of Washington, the Rev. J. E. Rankin, D.D., pastor. They have received sixty-two new members at their last three communions.

The Rev. E. R. Estradd, I.I. D. for many

-The Rev. E. B. Fairfield, LL. D., for many years President of Hillstown College, Michigan, has transferred his connection with the Free Will Baptist Church to the Congregational, having with his wife joined the Oak Park Congregational Church near Chicago, Illinois, of which his brother is pastor.

-The congregation of the Circular Church Charleston, S. C., which was so nearly ruined in the Rebellion, are making efforts to rebuild their edifice under the vigorous leading of their popular pastor, the Rev. W. H. Adams, a son of Dr. Nehemiah Adams, and for this purpose are taking regular Sabbath afternoon collections.

LUTHERAN. -The Trustees of the Lutheran Orphaus' Home at Mount Airy, in this county, have re-ceived from Mr. John L. Bremer, of Boston, \$5000, as a contribution towards a permanent endowment of the institution.

-Speaking of the German churches, the Lutheran Observer says:—"Quite recently a neat frame church was consecrated at Indian Creek, Ohio; one in Sandusky county, Ohio; one at Kalamazoo, Mich.; one in Marion county, Ohio; one in Wayne county, Ohio; one in Moorestown Pa.; one at Cross Roads, Ohio; one in Lovetts-ville, Va.; one at Limestone Ridge, Ohio; one in Richland, Ohio. This is a good report for one

The decree of the Pope instantly proroguing the General Council in case of his death, is of the most absolute and arbitrary character. After his death no meeting can be held, and if he d no action will be valid till after they are called to-gether by his successor, elected by the cardi-nals. Under no circumstances, and on no pretext, is the council to assume the privilege. And a similar rule he enacts shall prevail in the case of any future council, wherever held. Moreover, any decree of any council in contradiction of this decree is ipso facto null and void. And this, not withstanding the Constitution of Pope Alexander III, and notwithstanding any other laws to the contrary. This action is not unprece-dented, however much it asserts supremacy of Pope over council; but a similar provision was made in case of their death by Pope Julius II, whose successor was chosen by the cardinals, and not by the Fifth Lateran Council, and by Popes Paul III and Plus IV at the time of the

The Tract Visitors of the Philadelphia Tract and Mission Society will hold their monthly Union meeting for prayer, report, and remarks in the Second district, on Wednesday evening, 12th inst., in the Third Baptist Church, Second street, near Catharine, at 7% o'clock. Come.

Religious services for the benefit of those who do not attend any other place of worship

who do not attend any other place of worship are held on Sabbath evening, at 7½, at the hall northeast corner Broad and Arch. Tract visitors are requested to invite to this meeting those found in their sections who do not go anywhere

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969.
The trains of the Pennsylvania Central Rairoad 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 Walnut streets cars run within one square of the Depot.

Sleeping-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. 961 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE EPOT, VIE :-

Mail Train. Swo A. M., 1 10 and 6 50 P Cincinnati Express. 5 00 P.
Etie Mail and Pittsburg Express. 9 45 P.
Pacific Express. 9 45 P.
Erie Mail and Pittsburg Express. 9 45 P. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock-Pacific 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 tlekets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ABRIVE AT DEPOT. VIZ.:

Market street.
TRAINS ARRIVE AT DEPOT, VIX.:
Cincinnati Express. 3'10 A. M.
Philadeiphia Express. 6'30 A. M.
Erie Mail. 6'30 A. M.
Paoli Accommodation, S'20 A. M., 3'40 and 6'25 P. M.
 Parkesburg Train
 9:10 /

 Fast Line
 9:40 /

 Lancaster Train
 12:55 /
 Brie Express
Southern Express
Lock Haven and Elmira Express acific Express.
Intriaburg Accommodation.....

FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACK,
Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACK,
Ticket Agent,
Ticket Agent, at the Deport The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by greetal contract.

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

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—T-vins
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted
for Baltimore, stopping at all regular statiom
Connecting with Delaware Railroad at Wilmingto
for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), fc
Baltimore and Washington, stopping at Wilmington
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,
Tharlow, Linwood, Claymont, Wilmington, Newport,
Stantan, 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
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.

Passengers for Fortress Monroe and Norfolk will
take the 19:00 M. train.

WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11-00 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. Train connects with Delaware Railroad for Marrington and intermediate

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:18. Leave Wilmington 6:30 and 8:16 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.

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

From Baltimore to Philadelphia—Leave Baltimore

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 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-Rast, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.

H. F. KENNEY, Superintendent.

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:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wlimington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 420 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 220 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.

On Saturday the 225 P. M. train will leave at 430 P. M.

Passengers are allowed to take weeting at the control of the

P.M.

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

HENRY WOOD, 111 President and General Superintendent.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIR & LEVY
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER.
AIALERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marina and
River Engines, high and low pressure, fron Boilers, Water
Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Mariné, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Fennsylvania Charcoal Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning
Serew Cutting, and all other work connected with the
above business.

Ironwines and specifications for all work done at the

above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect salety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NRAFIE.

JACOB C. NRAFIE, JOHN P. LEVY, BRACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Lyon Frame, Roofs for Gas Works, Workshops, and Iron Frame Roofs for Gas Works, Workshops, and

tailroad Stations, etc. Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oll Steam Trains, Defecators, Filters, Pumping Engines at the Construction of the Construct

gines, etc.
Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

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PHILADELPHIA, PA. WORKS,
TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

FURNITURE. RICHMOND & CO., FIRST-CLASS

FURNITURE WAREROOMS,

No. 45 SOUTH SECOND STREET, EAST SIDE, ABOVE CHESNUT,

RAILROAD LINES.

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

Of Passenger Trains, December 20, 1969.

Leaving the Company's depot at Thirteenth and Callowhill streats. Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7:36 A. M. for Reading and all intermediate stations, and Allentown. Heturning, leaves Reading 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, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad 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 Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc. AFTERNOON EXPRESS. AFTERNOON EXPRESS.

Leaves Philadelphia at 320 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rallroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A.
M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:40 A. M. and Reading at 7:20
A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.
Returning, leaves Philadelphia at 4:45 P. M.; ar-

delphia at 10 20 A. M., Heturning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M. Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2.05 P. M., and Pottsville at 2.45 P. M., arriving at Philadelphia at 6.45 P. M. Connecting at Pagiting with Afternoon Accommodation south

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 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting

at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at S 15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4 25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-90 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M., 12-30 and 4-90 P.M. trains from Philadelphia, returning from Schwenksville at 8-95 A.M. and 12-45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Piessantand intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 5.00 P. M., passing Reading at 145 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc. Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitisburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M. and

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 6:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at \$55 A. M. and \$2-80 P. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7-80 A. M. and 8-30 P. M., from Brookside at 4-90 P. M., and from Tremont at

7-15 A. M. and 5-05 P. M.
TICKETS.
Through first class tickets and emigrant tickets to ill 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 reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown 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. Nicolla, General Superintendent, Reading.

COMMUTATION TICKETS,—At 25 per cent, dis-count, between any points desired, for families 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 re-duced 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 Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad 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°55 A. M., 12°20 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot.

Orders can be left at No. 225 South FOURTH Street,
or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1100 A. M.,
250 P. M., 415 P. M., 430 P. M., 615 and 1130 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1045 A.
M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 800 A. M. will stop
at B. C. Junction, Lenni, Gien Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, Gien Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 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 440 P. M., and will change cars at
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.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M.

and 2 00 P. M.
Leave West Chester for Philadelphia at 755 A. M.
and 4 00 P. M.
WILLIAM C. WHERLER WILLIAM C. WHEELER, General Superintendent.

Williamsport 749 A. M.
arrives at Erie. 820 P. M.
ERIE EXPRESS leaves Philadelphia 1140 A. M.
Williamsport 900 P. M.
arrives at Erie. 1000 A. M.
ELMIRA MAIL leaves Philadelphia 750 A. M.
Williamsport 600 P. M.
arrives at Lock Haven 720 P. M.
EASTWARD. arrives at Lock Haven. 7-20 P. M.

BASTWARD.

MAIL TRAIN leaves Erie. 8-40A. M.

Williamsport. 9-25 P. M.

arrives at Philadelphia. 6-20 A. M.

ERIE EXPRESS leaves Brie. 400 P. M.

Williamsport. 3-20 A. M.

ELMIRA MAIL leaves Lock Haven 8-00 A. M.

Williamsport. 9-45 A. M.

Williamsport. 9-45 A. M.

"Williamsport. 12-25 A. M.

BUFFALO EXP. leaves Williamsport. 12-25 A. M.

"Arrives at Philadelphia. 6-50 P. M.

BUFFALO EXP. leaves Williamsport. 12-25 A. M.

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

Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

RAILROAD LINES. 1869. FOR NEW YORK.—THE CAMPEN 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 S A. M., via Camden and Amboy Accom. .. \$2:25
At S P. M., via Camden and Amboy Express. .. a:00
At 2 P. M., via Camden and Amboy Express. .. a: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, 3:20, and 4:30 P. M., for Trenton. Trenten.

At 620, 8, and 10 A. M., 12 M., 2, 3:30, 4:20, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco.

At 6:20 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, kiverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.

The 11:20 P. M. line leaves Market Street Ferry, (proper side).

(upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tribitom. Tullytown.

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

At 7:30 and 10:45 A. M., and 2:30, 8, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 8:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations, FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:40, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:35. At 11:30 P. M., Emigrant Line. Pare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M. At 7, 9 80, and 11 A. M., 4, 6 45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 938 A. M., 645 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. At 7:20 A. M. for Ningara Falls, Bufalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesburre, Scianton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

Scranton, Stroudsburg, Water Gap, Schooley Balountain, etc.

A. 7:36 A. M. and 3:30 P. M. for 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 11 A. M. from West Philadelphis Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON CCUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.
FROM MARKET STREST FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-36, 5, and 6-20 P. M., and on Thursday and Saturday nights at 11-20 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2-15 and 6-50 P. M. for Lamberton and Medicard At 7 and 10 A. M., 1, 3:20, and 5 P. M., for Smithville, Ewansville, 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, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

HISTOWN RAILEGAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9°95, 19, 11, 12 A. M.,
1, 2, 334, 534, 4°05, 4°35, 5, 5%, 6, 6%, 7, 8, 9°20, 10, 11, 12
P. M.

DHILADELPHIA, GERMANTOWN, AND NOR-

P. M.
Leave Germantown at 6, 645, 7%, 8, 820, 9, 10, 1040, 12 A. M., 1, 2, 3, 340, 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% I. 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, 83, 53, 920, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 540, 646, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

FOR CONSHOHOCKEN AND NORRISTOWN. Eore Consholiocker And Rolling to W. .

Leave I hiladelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M.

Leave Norristown at 5 40, 6 25, 7, 7%, 8 50, and 11

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

The 7% A. M. train from Norristown will not stop

The 7½ 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.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 8, 4, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 6:55, 7½, 8:10, 9:20, and 11½ A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

UN SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayonk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 74 A. M., 4% P. M. Leave Plymouth, 63 A. M., 4% P. M. W. S. WILSON, General Superinten

Depot, NINTH and GREEN Streets. NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUT FALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner
BERES and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Burialo, Niegara Falls, Rochester, Cleveland, Chicago, San Frincisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Alleniown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5 00 P. M. for Bethlehem, Easton, Aflentown, and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and

1120 P. M.
For Abligton at 1-15, 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 Railways run to the new

Prom Bethlehem at 9 A. M., 2 15, 4 48, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdaie at 7 30 A. M., 4 30 From Fort Washington at 9-25, 10-35 A. M., and 3-10 P. M.

S-10 P. M.
From Abington at 2-35, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 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 soid and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
11 1
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

PALL 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, Millville, Vineland, Swedesboro, and all intermediate stations.

5-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

5-26 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5-26 P. M., Woodbury and Glassboro accommodation.

tion.
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.
EATRA TRAIN FOR CAPE MAY.
(SATURDAYS ONLY.) (SATURDAYS ONLY.)
Leave Philadelphia, 8-10 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent.
September 16, 1869.

A LEXANDER G. CATTELL& CO
PRODUCE COMMISSION MERCHANTS.
No. 55 NORTH WHARVES
NO. 55 NORTH WATER STREET.
PHILADELPHIA.
ALEXANDER G. CATTELL & CO.
ALEXANDER G. CATTELL & CO.

AUDTION BALES. M. THOMAS & SONS, NOS. 139 AND 141

ASSIGNEES SALE.

By order of U. S. District Court of New Jersey.
THOMAS & SONS, Auctionsers.
VALUABLE REAL ESTATE, MACHINERY, TOOLS,
PERSONAL PROPERTY OF THE NATIONAL
IRON ARMOR AND SHIPBUILDING COMPANY.
Knighn's Point, New Jersey.

Jan. 11, 1870, at 10 o'clock, will be soid at public sale, on
the premises, in the South ward of Camdun, N. J., by
order of the U. S. District Court for the district of New
Jersey.

order of the U.S. District Court for the district of New Jersey:— All the real estate, wharves, marine railway, buildings, improvements, motive power, machinery, tools, fixtures, personal property, and assets of the National Iron Armor and Shipbuilding Company, bankrupt. MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. KS UHESNUT Street, rear entrance from Minor.

Administrator's Sale No. 237 S. Second street.
VALUABLE LEASE OF HOTEL, HOUSEHOLD
FURNITURE, ETC.
On Monday Morning,
10th instant, at 10 o'clock, at No. 237 S. Second street,
the valuable lease for three years of an old-established
botcl, rent 8:60 per annum; 12 bedsteads, mattresses,
blankets, bedding, dining-room furniture, carpets and oil
cloths, fine double-barrel gun, gold ring, etc. 1454

C. D. MCCLEES & CO., AUCTIONEERS LARGE AND ATTRACTIVE SALE OF BOOTS.
SHORS, BROGANS, RTC.,
On Menday Morning.

Jan. 10, at 10 o'clock, including a large line of ladies',
misses', and children's city-made goods, to which we invite
the attention of the trads.

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear outrance No. 1107 Sanson street;

Sale at No. 1110 Cheanut street.

FINE SHEFFIELD PLATED WARE, BRONZE AND GILT EIGHT DAY CLOCKS, BOHEMIAN GLASS VASPS, PEARL AND IVORY HANDLE TABLE CUTLERY, ETC.

Jan. II, at 11 o'clock A. M. and 7% o'clock P. M., at the nuction store, No. 1110 Cheanut street, will be sold, a large assortment of the above wars, comprising tes and coffee sets, with urns and trays to match; dinner and broakfast castors, butter dishes, spoon-holders, ladles, spoons, forks, etc.

Also, a complete assortment of pearl and ivory handle cutlery.

Goods open on Monday afternoon. CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street, T. A. MCCLELLAND, Auctioneer.

HANDSOME WALNUT CHAMBER FURNITURE, HANDSOME WALNUT CRAMBER FURNITURE, Elegant Plush Parlor Suits, Dihing-room Furniture, Library Sets, Centre and Bouquet Tablos, Bookeases, Sideboards, Hat and Umbrells Stands, Rocking and Easy Chairs. Commodes, Towel Racks. Handsome Mir-rors in Walnut and Gilt Frames, Office Desks, and Tables, Cane-seat Chairs, Feather Beds, Hair, Husk, Fyring, and Straw Mattresses, Fine Bronze and Marble Olocks, Wardrobes, etc.

Will be sold,
On Monday Morning,
January 10, at 10% o'clock, by catalogue, a very elegant
ascortment of new and superior household furniture,
which we guarantee as represented.

SCOTT'S ART GALLERY AND AUCTION Commission Sales Rooms, No. 1117 CHESNUT Street, Girard Row.

Particular attention paid to out-door sales at mederate rates! BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE, [1194]

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge.

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

PROPOSALS.

PROPOSALS FOR TIMBER. OFFICE OF PAYMASTER U. S. NAVY, No. 425 CHESNUT STREET, PHILADELPHIA, Jan. 1, 1870.

PHILADELPHIA, Jan. 1, 1870.)
Scaled Proposals, indersed "Proposals for Timber," 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 TIMBER, to be of the best quality, and subject to inspection by the Inspecting Officer in the Philadelphia 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% nches square—mast.
10 pieces Yellow Pine, 38 to 54 feet long, 17% inches square—mast.
10 pieces Yellow Pine, 47 to 30 feet long, 14% inches square—mast.

B pieces Yellow Pine, 54 to 51 feet long, 19 inches

square—topmast.

1 piece Yellow Pine, 38 feet long, 15 inches square 2 pieces Yellow Pine, 57 feet long, 21 inches square—yards, to taper at ends to 12 inches.
3 pieces Yellow Pine, 60 feet long, 22 inches square

-yards, to taper at ends to 13 inches.
6 pieces Yellow Pine, 45 to 48 feet long, 17 inches square—yards, to taper at ends to 9 inches.
1 piece Yellow Pine, 55-feet long, 18 inches square—jibboom. —hbbeom.

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 marks, and improper squaring.

To be free from cross-grains, shakes, large knots, or other defects. The butts and tops to be cut off to sound wood.

to sound wood.

The actual length and size of each peice required can be obtained on application to the Naval Constructor, Navy Yard. Blank forms for proposals at this office.

ROBERT PETTIT,

1 3 9t Paymaster United States Navy.

PROPOSALS FOR PURCHASE OF RIFLED CANNON, ETC. BUREAU OF ORDNANCE,
NAVY DEFARTMENT,
WASHINGTON CITY, JARUARY 4, 1870.
Sealed Proposals for the purchase of 30-pounder and 20-pounder Parrott Rifles, with Carriages, Implements, and Projectics, now on hand in the Navy Yards at Portsmouth, N. H.; Boston, New York, Philadelphia, Washington, and Norfolk, will be received at this Bureau until 12 o'clock noon, January

ceived at this Bureau until 12 o'clock noon, January In the aggregate there are about 390 Guns, 354 Carriages, and 36,157 Projectiles. Schedules in detail of the articles at each yard will be furnished on application to this Buresu.

Bittles will take the worker of

cation to this Bureau.

Bidders will state the number of guns, carriages, implements, and projectiles they desire to purchase at each yard separately, specifying the calibre of gun, kind of carriage, whether broadside or pivot, and the kind of projectiles.

The guns, etc., will be delivered at the respective navy yards, and must be removed by the purchaser or purchasers within ten days after the acceptance of his or their bid. But no deliveries will be made of any article until the parties purchasing shall have deposited with the paymaster of the navy yard the full amount of the purchase money in each

ard the full amount of the parchase money in each Many of the guns are new, and all are service-able. Bidders will therefore offer accordingly. No offer for these articles as old iron or wood will be considered.

considered.

The Bureau reserves the right to reject any or all bids which it may not consider to the interest of the Government to accept.

Proposals should be endorsed on the envelope "Proposals for Purchase of Rifled Cannon, etc."

A. LUDLOW CASE,

Chief of Bureau. WORK.

WIRE GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehous windows, for churches and cellar windows.

cemetery and garden fences. Liberal allowance made to Contractors, Builden and Carpenters. All orders filled with promptnes

and work guaranteed. ROBERT WOOD & CO., stuthem No. 1136 RIDGE Avenue Phila. COTTON SAIL DUCK AND CANVAS,

of all numbers and brands. Tent, Awaing, Trunk, and Wagon cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to soventy six inches, with Paulins, Belling, Sail Twine, etc.

No. 163 CHUEUH Straet (City Stores).

C O R N E X C H A N G E
BAG MASUFACTORY,
JOHN T. BALLEY
N. F. corner of MARKET and WATER Streets,
Philadelphia,
DEALER IN BAGR AND BAGGING
Of every dencerption, for
Grain. Flour, Salt, Super Phosphate of Lima
Dust, Etc.
Large and small GUNNY BAGS constantly
21.