OUR NATIONAL INDUSTRIES. peech of Judge Kelley in the House of Re-Presentatives A Complete Refutation of the Specious Theories of Commissioner Wells.

Mr. K.Eldelly addressed the committee at length. We give some of the leading points of his very note

The report of David A. Wells, Esq., Special Com-The report of David A. Wells, Esq., Special Commissioner of Revenue, abounds in propositions inimical to the best interests of the country, which
if adopted by Congress will compel us to occupy a
subordinate position among nations, though our
population may equal that of all Europe, as our
territory already does that of the whole family of
European Powers. As an expression of the opinions
of Mr. Wells this paper can do but little harm; but
its circulation in Europe, under the sanction of
Congress, will impair our credit and arrost the tide
of emigration now flowing in upon us in unprace Congress, will impair our credit and arrest the tide of emigration now flowing in upon is in unprecedented volume. It demonstrates to the satisfaction of Mr. Wells' admirers and clients that, thoughour wealth increased during the last decade one hundred and twenty-six per cent., its utmost increase during this decade can be but sixty-live and eight hundredths per cent., and that instead of the census of 1870 showing—as it is universally conceded it will—largely over forty-three thousand million dollars, the grand total can by no possibility be over \$23,400,000,000.

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One of the processes by which Mr. Wells sustains his theory, though not wanting in ingenuity, is very simple. It is to assume that everything is now worth from thirty-five to thirty-nine per cent, less than it was at the time with which he proposes his comparison. We know that wheat and flour, and every variety of cotton and woolen goods, are cheaper now than they were in 1860. But Mr. Wells' theory is that, as there is a difference in the market value of gold and greenbacks, commodities of domestic production ought to be dearer.

The prominent characteristics of Mr. Wells' report are audseity and advocacy of the interests of England and her American colonies. That it is ingenious and plausible cannot be denied, but that it is so does not in my judgment furnish proof of the Commissioner's ability, or evidence of his possession of well-grounded convictions on Industrial questions. Indeed, the facts that many of the suggestions which are most carnestly pressed contragestions which are most carnestly pressed contragestions.

questions. Indeed, the facts that many of the suggestions which are most earnestly pressed contravene those embodied in his former reports, and his avowal that, in offering them, "he has placed himself in antagonism to many with whom he was formerly in close agreement," afford ample ground for doubt on both points.

The most audacious of Mr. Wells' assertions, and

The most audacious of Mr. Weils assertions, and one that pervades the whole report, is that customs duties are always a tax on the con umer, increasing the price of the imported article on which they are levied and enabling the home producer to realize undue profits by keeping production steadily below the current demand for the commodity he produces. the current demand for the commodity he produces. Were Mr. Wells a tyro, and this report his first publication, charity would deem this a blunder and ascribe it to ignorance; but he is a man of large experience, and has written much; and reference to any of the publications which led to his appointment to the commissionership, or to his preceding reports, will convict him of basing this official paper on a principle the faisity of which he has time and again abundantly established.

I propose to illustrate the treachery of the Commissioner by briefly referring to the effect of high protective duties on Bessemer steel rails. In 1865 there was no establishment in the United States for the manufacture of such rails. The lowest price

there was no establishment in the United States for the manufacture of such rails. The lowest price at which an American company could buy them in England was \$150 per ton, cash, gold, including freight to New York or Philadelphia. The duty was then, as now, an ad valorem duty of forty-five per cent., which at that price was equivalent to about three cents per pound. Gold was then about 200, and each ton of rails had cost when on the wharf in Philadelphia \$396, currency. Our country abounds in materials from which to make not only Resemmer rails, but every quality of steel, and

try abounds in materials from which to make not only Bessemer rails, but every quality of steel, and the wages paid to American workmen are high enough to tempt skilled workmen from England and Germany.

In view of these facts, several enterprising railroad men determined to establish Bessemer railworks. At length the Freedom Works, at Harrisburg, Pennsylvania, so called in commemoration of our partial enfranchisement from the grasp of foreign monopolists, were ready to take orders, and another establishment for their production was erecting at Troy, New York, when loi the same English manufacturers, who had been unable to sell at less than \$150 per ton, canvassed cur market to find buyers at \$130. In less than three years competition has brought the price of Bessemer rails dewn so rapidly that orders are now taken in England at eleven pounds sterling, or about fifty-

rails down so rapidly that orders are now taken in England at eleven pounds sterling, or about fifty-five dollars, deliverable at Liverpool or Hull.

Meanwhile the mills for their production at Troy, New York, and others at Chester, Pennsylvania, Cleveland, Ohio, and Detroit, Michigan, have been completed, and the plans have been adopted for others at Mott Haven, New York; Pittsburg, Johnstown and Bethlehem, Pennsylvania; Baltimore, Cincinnati and St. Louis; but their construction awaits and is dependent on the action of Congress on the tariff. These facts are known to Mr. Wells, yet he endeavors to persuade the country that a yet he endeavors to persuade the country that a pretective duty is always a tax on the consumer, which was at the rate of three cents to one and a half cent per pound; a change which he well knows would close all our Bessemer rail works and restore to his English friends the monopoly of our market. What can have brought him to such a conclusion? What is to be his reward for such a consumma-tion?

what is to be his reward for such a consummation?

For nearly a quarter of a century our duties on cast-steel have been assessed upon the value of the commodity, or ad valorem, and recent investigation by an agent of the government has shown that throughout the whole of the period the steel-makers of Sheffield have been defrauding the government of a large portion of its dues.

The Sheffield steel-makers are men of wealth and social position, and this discovery of their long continued and systematic fraud upon our government has not been a pleasant thing for them. They admit that steel has been invoiced to the United States at lower rates than those at which they sell in England or to the people of the continent, but nesert that, low as the invoice prices are, they are the prices at which they sell in this country.

They say—and their letters are on file in the Treasury Department, and their agents have appeared there to enforce the statement—that our market is essential to the maintenance of their works, and that such is the competition they encounter from our steel-makers that they are forced to sell to us at lower rates than they do to the English or any other people.

peared there to enforce the statement—that our market is essential to the maintenance of their works, and that such is the competition they encounter from our steel-makers that they are forced to sell to us at lower rates than they do to the English or any other people.

The draft of a bill providing a scale of duties on steel was prepared, as I am informed and verily believe, by or in consultation with a member of one of the leading firms of steel-makers of Sheffield, and sent over to a gentleman specially connected with legislation on financial subjects. It furnished Mr. Wells his schedule; and, that gentlemen may see how completely he has adopted it, how entirely his views on this important subject are in accord with those of the steel monopolists of England, whose interest it is to hold us in commercial and maritime dependence, I will ask the reporters to put the two schedules in parallel columns. It is, perhaps, due to Mr. Wells, in this connection, that I should mention the fact that he so far exercised his own judgment in making this recommendation as to modify two or three unimportant rates, and to change the order from that in which the items stand in the bill.

And it will be further noticed that where the alightest departure in rate occurs in any one item, as is the case in two or three unimportant instances, it is immediately compensated for in the next item by a corresponding change the other way. Thus Mr. Wells is more generous to his countrymen in the matter of Bessemer rails than their Sheffield rival would be. He proposes to kill them instantly by putting the rate at one cent a pound; while Mr. Wells is willing to give tham breathing time, in which to put their houses in order, by letting them die slowly at one and a hair cent. And in the next item the English man proves the more generous; for he proposes two and a hair cents on all steel and manufactures of steel not provided for, and Mr. Wells would crush his country men instantly by making the daty on those articles but two cents.

Wells app

Russia.

But this recommendation with reference to pig iron is consistent with the rest of the report, throughout which the desire is manifest to make the United States as commercially dependent on and tributary to England as though they were still part of her North American colonies. He cites pig iron, coal, sait and lumber as illustrations of a class of cases where excessive and unnecessary duties have been imposed and maintained, "with a view of enhancing the cost of articles indispensable to gaany other branches of production." The present duty on pig iron was imposed for two purposes, both of which were patriotic. The first was toraise additional revenue, and the other to stimulate the conversion of ore, coal and limestone, of which in

almost every part of the country we have inex-baustible supplies, into a material the increased production of which was a prerequisite to the gen-oral extension of our industries and the mainten-ance of the dignity and rights of the nation, which were then being violated by the armed cruisors of the country to which we looked for a supply of pig iron and Bessemer rails. And, sir, I am happy in being able to show that it has accomplished both these objects, and that if permitted to stand for five years, it will, while contributing largely to the ro-duction of our debt, insure us not only a home supply of pig iron, but such ample means of pro-ducing it as will enable us to enter the markets of the world in competition with England. What has it done as a revenue measure? During the year that ended on the 30th of June, 1868, we derived from this duty \$1.011,109.96; in the succeed-ing year, closing on the 30th of June, 1868, \$1,109,762.55, and in the current fiscal year will give us a still larger income, without in the slightest de-gree impairing the revenue derived from our con-sumption of foreign iron in more advanced condi-tion.

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tion.

The Commissioner raises no question as to the relative quality of British and American iron, and does not, as I remember, state the quantity of our annual production. He places the annual product for 1869 at 1,725,000 tons, or just about 175,000 tons below the ascertained production of that year. That the average quality of American pig, bar and railroad iron is superior to the average of the same descriptions of English iron is an almost universally-conceded fact; but to blazon this to the world would not serve the interest of the Commissioner's British friends.

descriptions of English iron is an almost universally-conceded fact; but to blazon this to the world would not serve the interest of the Commissioner's British friends.

But though his report abounds in hypotheses and calculations, based on estimates and suppositions, he nowhere tells or attempts to tell as what we would have been made to pay the British iron-master for his inferior pig, bar, sheet and rails if the American production of pig iron had not been more than doubled since the establishment of this duty, and if the manufacture of cast steel and Bessemer rails had not also been established at so many points within our limits. He is not ignorant of the fact that in little more than a year past sixty-five new blast furnaces have been erected, and that they are to employ a portion of the people of fifteen States. These furnaces have increased our productive power to nearly two million five hundred thousand tons per annum. Arrangements are also making for the erection of more than fifty other furnaces during the year upon which we have just entered, many of which have been commenced. The estimated product of pig iron for this year is two million two hundred and twenty-five thousand tons, or about fifty per cent. of the annual average production of Great Britain.

Thus it appears that, with a production of less than ten million tons for the world's supply, no other country than ours is in a position to make a large and immediate addition to its annual production. The difficulties in the way may be briefly stated thus: Sweden possesses exhaustless supplies of the richest primitive ores, but she has no coal, and her annual production of charcoaliron is believed to have reached its limit. Her function will henceforth be to mine and export ore. Russia has ample supplies of ore, but, so far as exploration has yet discovered, is deficient in coal. She can, however, for some time somewhat augment her production of charcoal-iron. France has neither coal nor ore sufficient to supply her wants. England furnishes her facture of iron. Little Belgium has both coal and ore, and they are advantageously situated, but the field is so contracted that she cannot increase her production beyond her own wants, and Prussia is a large importer of coal and pig iron from England. So much for prospective increase of supplies; while, as illustrative of the growing demand, I need only allude to the gigantic systems of railroads building in Russia and India, the latter at immense cost by England, in the hope of impairing our supremacy as producers of cotton.

Had we continued to rely upon England for pig iron in excess of our capacity to produce it, at the time of fixing nine dollars as the duty, and also to draw our supplies of cast steel and Bessemer rails

iron in excess of our capacity to produce it, at the time of fixing nine dollars as the duty, and also to draw our supplies of cast steel and Bessemer rails from her, the extension of our railroad system must have been checked, and the per capita consumption of iron in this country been much restricted. For nine years before the imposition of that duty our annual production had been less than 800,000 tons, and that of England had not increased at the rate of 100,000 tons per annum. Our demand increases at the rate of from 170,000 to 200,000 tons per annum. Whence but from our own ore beds and coal mines could the supply have been drawn?

Was there any charm by which an increased supply could be evoked? Yes, Mr. Chairman, here was one, and that was applied. It was such a duty as would give capitalists and men of enterprise a guarantee that if they paid workmen fair American wages for building furnaces, digging and hauling coal, ore and limestone, and converting them into pig iron, they should not be undersold in our own markets by the production of underpaid British workmen. England has attained her maximum production; while her increase since 1863 has been scarcely appreciable, ours has increased about one scarcely appreciable, ours has increased about one hundred and ten per cent. In view of all these facts I think that it appears again in the matter of pig iron, as it did in that of cast steel and Bessemer rails, that a protective duty has not been, as Mr.

rails, that a protective duty has not been, as Mr. Wells asserts, a tax on, but a boon to the American consumer.

I have said that the report is devoted to the promotion of the interests of England and her North American colonies, and have, I think, shown that if its suggestions were carried into effect it would arrest the rapid increase we are making in the production of iron and steel, and remaud us to commercial and political dependence on our haughty and faithless rival. I propose now to 'llustrate Mr. Wells' palpable desire to promote to interests of England's North American colonies—the New Dominion, that asylum of our fees in war and base of illicit operations against our revenue system in peace. Taking the leading staples of the provinces separately, he submits specious but false reasons for the removal of all duties from each of them.

reasons for the removal of all duties from each of them.

The principle articles the provinces export are lumber, wool, coal, barley, and other cereals; and from these he would remova all duties, though they yielded during the year which ended June 30, 1868, \$4,352,770 49 in gold, or about six millions in currency. It is true some of the wool which contributed to this amount came from other countries, and some of the coal from England; but in order to restore prosperity to the trade of the provinces he would admit their staples free, even though other countries might share the advantage.

Though very urgent that the duty should be taken off Canadian barley, he makes no specific recommendation as to the removal of duties from the other cereals. He merely speaks of the "extreme emergency" that can "justify a tax on the breadstuffs and food of a nation."

Mr. Kelley here entered into an elaborate argument to show that Mr. Wells' statements and conclusions on the subject of the duty on coal are fallacious and untrustworthy. He concluded as follows:

Mr. chairman, permit me to reiterate the fact

clusions on the subject of the duty on coal are fallacious and untrustworthy. He concluded as follows

Mr. chairman, permit me to reiterate the fact that duties which serve to develop the resources of a country and cheapen commodities, by inducing home competition, the diversification of labor and the opening of new sources of employment, and increase the general stock produced, are not taxes, even though they fail to reduce immediately the price of the commodity on which they are imposed, as adequate duties on cast-steel and Bessemer rails have done. They are during the interim the price paid for establishing the commercial and political independence of the country, or may rather be regarded as a temporary advance, to be reimbursed in the near future by producing a sense of mational security, a wider field of profitable employment for the people at large, and an adequate and cheaper supply of better goods through the long fature.

But such is not the case with all duties. There are duties that are taxes and must remain so forever, or into that far future whose possibilities we cannot foresee. Such are duties imposed on commodities which we do not and cannot produce, but which enter into the daily life of the people, either directly as food, or as the raw material of articles we are producing in competition with countries whose laborers receive not a molety of the wages paid for the same work in this country, and which are necessary for the support of a family whose children are to be educated for future citizonship. We raise no tea or coffee, and the duty of twenty-five cents a pound on tea, which is at the rate of asventy-eight and a half per cent. on the cost of our whole importation for 1868, and of five cents a pound on coffee, or at the rate of forty-seven and a half per cent. on the importation of 1868, are taxes, purely and simply taxes. Yet the Commissioner does not propose to repeal these taxes now, but in his "schedule of a tariff constructed with a view of obtaining from the smallest number of impor

they burden are not produced in England or her North American colonies. They were imposed as revenue measures during a great war, and have been cheerfully endured by a patriotic people; but they increase the cost of living, operate as a bur-den on our laboring people, and should be repealed at the earliest day the financial condition of the

country will permit.

Mr. Chairman, there are other taxes, of some of which the people justly complain—taxes that burden our labor, consume the profits of capital, and paraly ze the energy of the most enterprising among us. They add to the cost of our gas and of our travel, whether by railroad, stage or steamboat. We cannot draw our own money from bank or make a payment to our credi or without feeling them. They touch and prick us at all points. Their enforcement requires the maintenance of a special department of the government, the agents of which penetrate inquisitorially every home and workshop in the land. They increase the cost of all our productions and restrict the limits of our commerce by shutting our overtaxed goods out of in the land. They increase the cost of all our productions and restrict the limits of our commerce by shutting our overtaxed goods out of markets in which but for them we might compete with our foreign rivals. They, too, were the product of the war. The necessities in which it involved us gave rise to the system of internal taxes, with its Commissioner, assessors, collectors, supervisors, detectives and thousands of subordinates; and sound policy requires that those duties which, while they protect the wages of the laboring man and develop the resources of the country, supply the Treasury with large amounts of revenue, should be retained, and that those direct and inquisitorial taxes which so oppress and annoy us should be removed as rapidly as possible. The repeal of these would animate all our industries; but the repeal of the duties recommended by the Commissioner would doed our country with the productions of the underpaid laborors of Europe, silence countless looms and spindles, close our factories, extinguish the fires in our furnaces and rolling mills, and leave the grain of the husbandmen, for which there is now no market in Europe, to rot in the field or granary, while their countrymen and former customers starve. However ardently Mr. Commissioner Wells may desire this consummation, I trust that Congress, by protecting the wages of the American laborer, will forever ayert it.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1809.
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 Walnut streets cars run within one square of the Depet.

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

Mail Train. 800 A. M. Paoli Accommodat's . 10'30 A. M., 1'10and 6'50 P. M. Past Line and Eric Express 11'50 A. M. Harrisburg Accommodation. 2'30 P. M. Lancaster Accommodation. 4'10 P. M. Parkesburg Train Parkesburg Train..... 5'30 Etie Mail and Pittsburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-0e night.
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clockPacific 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 tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.

ı	Market street
1	TRAINS ARRIVE AT DEPOT, VIZ. :
ı	Cincinnati Express3:10 A. M
ı	Philadelphia Express
1	Eric Mail 6:30 A M
1	Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M
١	Parkesburg Train
d	Fast Line
1	
9	Lancaster Train12-55 P. M
9	Erie Expresa
ł	Southern Express
1	Lock Haven and Elmira Express
И	Pacific Express
J	Harrisburg Accommodation950 P. M
J	For further information, apply to
9	JOHN F. VANLEER, Jr., Ticket Agent,

JOHN F. VANILEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
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 special contract. by special contract.

General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8-20 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 Wilmington with train for New Castle.
Express Train at 4-00 F. 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, Chasse's and Stemmer's Run.
Night Express at 11-36 F. 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 12-00 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 Harrington and intermediate stations. ware Railroad for Marrington and Intermediate stations.

Leave Wilmington 6:30 and 6:16 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.

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 4:36 P. M. trains for Baltimore Central Railroad.

Railroad.
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 Magnolis, Perryman's, Aberdeen, Havre-de-Grave, Perryville, Charlestown, North-East, 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:—
Lesse Philadelphia 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 430 P.M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 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.

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

HENRY WOOD,

11 1 President and General Superintendent.

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

WINTERARRANGEMENT Of Passenger Trains, December 20, 1860.

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

At 7:20 A. M. for Reading and all intermediate stations, and Allentown. Returning, 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, Pinetaove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

port, Eimira, Rochester, Niagara Falis, Bumalo, Wilkesbarre, Pittston, York, Carliale, Chambersburg, Hagerstown, etc.

The 7:20 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, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

YOTTSTOWN 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 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 1:20 A. M., arrives in Reading at 7:50 P. M., and at Pottsville at P:50 P. M.

Trains for Philadelphia leave Harrisburg at 8:20 A.

Trains for Philadelphia leave Harrisburg at 8:20 A.

P. M.
Trains for Philadelphia leave Harrisburg at 5-10 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 2-15 P. M., arriving at Phila-

delphia at 6:35 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 12:30, 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 5 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 19-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-46 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwarzerlike the 7-50 A. M. 12-20

PERRIOMEN RAILROAD.

Passengers for Schwenksville take 7:39 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 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 M. Pleasant and 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 7-90 and 11-90 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:20 P. M., arriving at New York 12:06 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 2:20 P. M.
for Pinegrove and Harrisburg, and at 1:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 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 Canadas.

Canadas.

Excursion Tickets from Philadelphia to Reading
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. Nicolls, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and tween all points, at \$52.50 each, for families and firms.

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 tickets at half fare.

EXCURSION TICKETS from Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and 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 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., 1220 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect bagpoints 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.,
230 P. M., 445 P. M., 440 P. M., 675 and 1130 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1046 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, Glen Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, Glen 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. IC. 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 Wainut 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. arrival.

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. WHERLER. WILLIAM C. WHEELER, General Superintendent.

۱	Williamsport 9 00 F		М
ı	u arrives at Erie	V. 7	И
ı	ELMIRA MAIL leaves Philadelphia 7 50 A	. 1	й
ı	** Williamsport 690 1	JO.	М
ı	arrives at Lock Haven 7-20 I	æ	ä
ı	WACHTON A WITS	***	۰
ı	MAIL TRAIN leaves Erie 8.40A	. 1	ä
ı	" Williamsport 925 I	36	ä
1	arrives at Philadelphia 6-20 A	. 5	ü
ı	ERIE EXPRESS leaves Erie 4 '00 I	265	ü
١	Williamsport 3.30 A	Sec.	Ñ
ı	"arrives at Philadelphia. 1245 I		
ı	ELMIRA MAIL leaves Lock Haven 8 00 A	w	ũ
ı	" Williamsport 945 A	w	ü
ı	" arrives at Philadelphia 6 70 I		
١	BUFFALO EXP. leaves Williamsport 19 95 A	w	ä
ı	" Harrisburg 5-90 A	üί	Ñ
ı	" arrives at Philadelphia., 9 25 A		
ı	Express East connects at Corry, Mail East at C	0.0	Ş
i	and Irvineton, Express West at Irvineton,	-	ē
п	I mild TLAUTHOUR! Transaction 44 cms on TLAUTHOOM!	25.0	æ

RAILROAD LINES.

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

FROM WAINUT STREET WHAND.

At 8-20 A. M., via Camden and Amboy Accom. . \$2-28 At 8 A. M., via Camden and Amboy Express. . . 2-30 At 8 P. M., via Camden and Amboy Express. . . 2-30 At 6 P. M., for Amboy and intermediate stations. At 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 4-20 P. M., for Trenton. Trenton.
A1630, 8, and 10 A. M., 13 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentows, Florence, Burlington, Beverly, and Delanco.
A1630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyrs, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

FROM KENSINGTON DEPOT.

At 730 A. M., 230, 230, and 5 P. M. for Trenton and Bristel, and less A. M. and 6 P. M. for Bristol.

At 730 A. M., 230 and 5 P. M. for Morrisville and Tullytown. 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, 5, and 6 P. M. for Schenck's and Eddington.

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

PROM WEST PHILADELPHIA DEPOT.

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, 25:25.

At 11:30 P. M., Emigrant Line. Fare, 32. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M. or Trenton. At 7, 930, and 11 A. M., 4, 645, and 12 P. M.. for At 7, 9-20, and 11 A. M., 4, 6-45, and 12 P. M. for Bristol.

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

The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

PROW EMBRINGTON DEPOT.

At 7:30 A. M. for Niagara Fails, Bufalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc. A. 7-30 A. M. and 3-30 P. M. for Belvidere, Easton,

A. 7-30 A. M. and 3-30 P. M. for Belvidere, Raston, 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 Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and intermediate stations.

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

ROADS.

FROM MARKET 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, Halnesport, and Mount Holly.

At 7 A. M., 2:16 and 6:30 P. M. for Lamberton and Medford. At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, smithvine, Rwansvine, Thechovin, Smithvine, Rwansvine, Thechovin, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 8-38 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE, On and after MONDAY, Nov. 22, 1863. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 34, 53, 4 06, 4-25, 5, 53, 6, 6%, 7, 8, 9-20, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 6-55, 716, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 436, 5, 536, 6, 636, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 334 and 534 up trains will not stop on the Germantown Branch.

Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 1036

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

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 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M.

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

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN,

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 14.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M. Leave Norristown at 540, 6 25, 7, 7%, 8 50, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop

The 1% 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 2 A. M., 2%, 4, and 7½ P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8 05, 10 05, and 11 ½ P. M.

Leave Manayunk at 610, 6 55, 7½, 8 10, 9 20, and 11½ A. M., 2, 3½, 5, 6½, 8 30, and 10 P. M.

ON SUNDAYS.

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

Leave Philadelphia at 19 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Philadelphia at 7½ A. M., 4½ P. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets

Depot, NINTH and GREEN Streets.

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.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8-00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitston, 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 9-45 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 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5-00 P. M. for Bethlehem, Easton, Allentown,

Mauch Chunk, Wilkesbarre, Pittston, 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 7-30 and 10-45 A. M., and 11-30 P. M.

For Abington at 1-15, 5-20, and 8. 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 Depot.

Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethiehem at 9 A. M., 2-15, 4-49, and 8-25 P.M.
From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M.
From Lansdale at 7-30 A. M.,
From Fort Washington at 9-25, 10-35 A. M., and
8-10 P. M.
From Abineton at 8-35, 6-45, and 9-20 P. M.

S-10 P. M.
From Abington at 2-35, 6-45, and 9-40 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 sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1860.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations.
8-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
8-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
8-30 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadel-phia at second covered wharf below Wainut 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.)
Leave Philadelphia, 8-15 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. 25 RORTH WHARVES

No. 27 RORTH WATER STREET,
PHILADELPHIA
ALEXANDER G CATTELL

RELIAR CAPTELL

AUOTION BALES. M. HOMAS & BONS, NOS. 139 AND 141

Sale at the Anction Rooms, Nos. 120 and 141 S. Pourth

SUPERIOR HOUSEHOLD FURNITURE, MIRRORS,
PLANOS, PIREPROOF SAPES, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETO.

On Thursday Morning.

January 13, at Po'clock, at the auction rooms, by catalogue, a large assortanent of superior bousshold furniture, comprising walmut patior suits, covered with phash, rops, and bair-cloth, walmut chamber suits, fluo French plate mirrors, 2 superior rosswood Joctave plano-fortes, made by J. Rusk, S. Drucker & Co., New York; superior walmut bookcasses, walmut wardrobes, extension and centre tables, lounges, arm chairs, hat stands, otagores, superior office furniture, fine hair mattresses, teather beds, boisters and pillows, chins and glassware, fine engravings, bagastelle table, cigar pompey, superior fireproof safe, made by Evans & Watson, gas-consuming and cocking stoves, cabinetus ker's bench, sewing machines, handsome velves, Brussels, and other carpeis, etc.

Also, superior double barroled guus and apparatus, made by Wostley Richards, London,

Also, S billiard tables, balls, and cues. Sale persuptory.

STEAM ENGINE, BOILERS, STEAM DRUM, SHAFT-ING PULLEYS, BELTING, GAS FIPE, OLD IRON, FRAME SHEADDING, ETC.

WILL BE COLD AT PUBLIC SALE,

On Friday Morning.

Jan. 14, at 11 o'clock, at the southwest corner of Twontyfourth and Spruce streets, rainable stram-angine, about
150 horse nower; 5 boilers, 10 feet in length and 18 inches
in diameter, complete, with steam gauges, etc., steam
drum, about 1000 feet of gas pipe, about 250 feet of 214 to
25 inch belting, a quantity of shafting, pulloys, hangers,
brackets wrenches, boits, old fron, etc. Also, frame shadding, etc.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
GHESNUT Street, rear entrance No. 1107 Sanson street. SALE OF MISCRLLANEOUS AND MEDICAL BOLKS—from a Private Library.

On Thorsday Evening,
At 7% o'clock, at the Anction Store, will be sold, by catalogue, a collection of Miscellaneous and Medical Books from a private library.
Catalogue a are now ready. The books can be examined on the day of sale.

Sale at No. 110 Cheannt street.

SUPERIOR WALNUT FURNITURE, LARGE MANTIOL AND PIER MIRRORS, PIANO FORTES, ELEGANT PARLOR AND CHAMBER SUITS, CARPETS, SILVER-PLATED WARK, FERNOR CLOCKS, BAGATELLE TABLE, PARLOR ORGAN, SEWING MACHINES, PAINTINGS, ETC.

On Friday Morning,
At 9 o'clock, at the Austion Store, No. 110 Cheannt street, will be sold a large assertment of elegant parior, chamber, dining-room, and library Furniture.

CONCERT HALL AUCTION ROOMS,

Assigness' Sale.

HANDSOME ROSEWOOD PIANO, RLEGANT Plush Parlor Furniture, Library and Drawing room Suits, Chamber Sets in Walnut, Oiled and Varnished; Cottage Chamber Furniture, Brussels and Ingrain Carpets, Mattresses, Beds, Venetian Blinds, Glassware, China Dinner and Tea Ware, Handsome Sideboard, Larre Walcut Bockenses, Chairs in Cane Seat and Stuffed, Towel Racks, Hat and Umbrella Stands, Extension Dining Table, Mirrors, Kitchen Utensits, etc. On Thursday,

January 18, at 10% o'clock, by catalogue, at the auction rooms, No. 1219 Chesaut atreet, the entire household furniture, plane, carpeta, etc., removed to the store for convenience of sale.

The goods were in use but a short time, and equal to new in every respect.

SCOTT'S ART GALLERY AND AUCTION SCOMMISSION SALESROOMS.
B. SCOTT, Jr., Auctioneer.
No. 1117 CHESNUT Street, (Girard Row). CARD.—Persons wishing to contribute to our sale of this week will please send in their paintings immediately, in order to have them in the catalogue.

111.54

MARTIN BROTHERS, AUCTIONEERS,
No. 529 OHESNUT Street, rear entrance from Mines. BY BARRITT & CO., AUCTIONEERS.
OASH AUCTION HOUSE, III 94 i
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

BUNTING, DURBOROW & CO., AUCTION-BADE Street. Successors to John B. Myorn & Co. C. D. McCLEES & CO., AUCTIONEERS LIPPINCOTT, SON & CO., AUCTIONERRS,

PROPOSALS. PROPOSALS FOR TIMBER OFFICE OF PAYMASTER U. S. NAVY.)

No. 425 CHESKUT STREET,
PHILADELPHIA, Jan. 1, 1870.)
Sealed Proposals, indorsed "Proposals for Timeber," will be received at this onlice until 12 o'clock
M., on the 18th of January, for furnishing the United States Navy Department with the following TIMBBH, 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.

given.
FOR BUREAU OF CONSTRUCTION, ETC.
10 pieces Yellow Pine, 36 to 48 feet long, 16% inches 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. inches square—mast.

3 pieces Yellow Pine, 54 to 51 feet long, 19 inches square—topmast. 1 piece Yellow Pine, 38 feet long, 15 inches square -topmast.

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 12 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.

1 piece Yellow Pine, 55 feet long, 18 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 supwood than one-eighth of the face will be received on each corner. Deductions will be made in the measurement for all supwood, 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.
The actual length and size of each peice required can be obtained on application to the Navai Constructor, Navy Yard.
Blank forms for proposals at this office.
ROBERT PETTIT,
1 3 9t
Paymaster United States Navy.

PROPOSALS FOR PURCHASE OF RIFLED

BUREAU OF ORDNANCE,
NAVY DEFARTMENT,
WASHINGTON CITY, January 4, 1879.
Sealed Proposals for the purchase of 30-pounder and 20-pounder Parrott Rides, with Carriages, Implements, and Projectiles, 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 31, 1879.

ceived at this Bureau until 12 o'clock noon, samualy 31, 1870.

In the aggregate there are about 390 Guns, 354 Carriages, and 96,157 Projectiles. Schedules in detail of the articles at each yard will be furnished on application 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 of 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 case.

Many of the guns are new, and all are service-able. Bidders will therefore offer accordingly. No offer for these articles as old from or wood will be 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 Rified Cannon, etc."

A. LUDLOW CASE,

1 S ws7t

Chief of Bureau.

STOVES, RANGES, ETO. THOMSON'S LONDON KITCHENES

or EUROPEAN RANGE for families, hotels, c
public institutions, in TWENTY DIFFEREN

SIZES, Also, Philadolphia Ranges, Hot-Air Fu

Bloves, Portable Heaters, Low-down Grates, Fireboard,
Stoves, Bath Boilers, Stew-hole Plates, Hoilers, Cooking
Stoves, etc., wholesale and rectail by the manufacturors,
Stoves, etc., wholesale and rectail by the manufacturors,
SHARPE 4 THOMSON,

11 57 'us fim Ro. W. N. SKOOND Btreet.

LEGAL NOTICES. I RTTERS TESTAMENTARY HAVING BEEN granted to the subscribers upon the estate of MARY SIMBONS, decaised, all persons indefined to the same will make payment, and those having claims present them to ROBT. H. McGRATH. No. 267 S. SIXTH Sireet.