SOMETHING ABOUT DIAMONDS.

From the earliest times up to the beginning the eighteenth century India was supposed be the only diamond-producing country. he first brought to Europe were from the ingdoms of Visapoor and Golconda. They ere found at the base of the Neela Mulla fountains, in the neighborhood of the rischna and Pomar rivers—a district so erile that previously to the discovery of the pasures contained in its soil, it was little etter than a desert. During the rainy seaon the floods descend in torrents from the ountains, and after their subsidence numers of diamonds are found in the ferruginous nds washed down from the rocks,

The diamonds thus found were conveyed to osed of, either to native princes or foreign erchants. The qualities of the diamonds ere distinguished by the names of Hindoo stes; the best and largest were called rahma, the second Krischna, the third ysch, and the fourth Sudra. The use of ese gems was formerly a regal privilege of e Rajahs and Sultans; but as successive masties were overthrown, diamonds ceased be the exclusive property of royalty.

The tradition of a valley of diamonds, milar to that described in the story of Sindbad the Sailor," is of great antiquity, he celebrated Venetian traveller of the thirenth century, Marco Polo, thus relates what heard on the subject:—"In the summer, en the heat is excessive and there is no n, they—the Indians—ascend the mouns with great fatigue, as well as considerdanger, from the number of snakes with ich they are infested. Near the summit, is said, there are deep valleys, full of erns and surrounded by precipices, ongst which the diamonds are found: and many eagles and white storks, attracted the snakes on which they feed, are accus-ned to make their nests. The persons who in quest of the diamonds take their stand r the mouths of the caverns, and from ace cast down several pieces of flesh, ich the eagles and storks pursue into the eys, and carry off with them to the tops the rocks. Thither the men immediately end, drive the birds away, and recovering pieces of meat, frequently find diamonds king to them.

n the time of Tavernier, a French jewelwho published his travels in the East in seventeenth century, the mines of Golda employed 60,000 persons, and in a l earlier age were so productive that the tan Mahmoud, who died at the end of twelfth century, left more than four adred pounds' weight of diamonds in his

The largest quantities of diamonds are now ported from the Brazils; they were found identally whilst searching for gold. So le did the gold-seekers suspect the nature he little hard translucent pebbles occasionpicked up, that they either tossed them elessly away, or used them as counters le playing cards. One Bernardo Fonsica bo, however, who had seen rough diamonds india, formed a shrowd guess as to their ue, and took several to Lisbon, where they re identified as real diamonds. From that e gold digging was abandened to slaves, all the population united in the search the precious gems. These valuable pro-ctions of the Brazilian soil were at first nd in immense quantities; in the first y years after the discovery, it is said that onds to the value of twelve millions ling were exported.

he process of digging and washing is ried on entirely by negroes. Large dia-nds are of course rarely found. If a slave overs one of eighteen carats' weight he

hese precious stones are scattered about nch profusion, that whenever a fowl is ed the crop is examined, and diamonds uently found. A negro once was fortuenough to find a diamond worth three dred pounds sterling adhering to the rost cabbage he had plucked up for his din-Fowls are well known to be addicted to king up any shining substance instead of wel. The only diamond ever found in

tope was discovered a few years ago in klow, and was supposed to have been veyed thither by some bird of passage. Gibraltar, the migratory pigeons caught at ain seasons have frequently particles of dust about their feet, brought, no doubt, n the auriferous deposits in the hitherto applored regions of Africa. ne diamond supply from the Brazils is

falling off; but we are on the eve of the overy of new fields that may probably ve as productive as the district of Gol-da and Cerro de Frio. Late news from arat gives notices of fresh discoveries. A nond Mine Company has been established delbourne, the object of which is to work ield on the Cudgegong river, in New South ales, where not only diamonds but num-rs of other precious stones have been and. Most of the diamonds hitherto eked up have been brought to Melbourne; value of one of these stones is estimated four hundred pounds sterling. Diamonds e also been lately discovered at the Cape Good Hope. When we consider the wide ricts of Australia and Africa now open to ploration, it is impossible to set a limit to riches that may be revealed. As objects beauty, the preciousness of diamonds must ays remain the same; but it is just possithat great discoveries may so far reduce ir marketable value as to render the poson of a parure of diamonds no longer a rk of distinguished rank or wealth. As els are not subject to wear and tear, every ne found is one added to the world's store; se worn by the Roman empresses are no abt still in existence; and in purchasing a welled ring, we may possibly acquire pos-sion of a gem that once sparkled on the ger of a Julia or a Faustina. hough the pure white diamond, colorless

pellucid as water, is the most esteemed, se stones are found of various hues, yellow, , pink, green, and even black. One of most perfect specimens of the colored mond is that belonging to Mr. Hope, ich unites the lovely hue of the sapphire the brilliancy of the more precious gem. e insignia of the St. Esprit, formerly worn the kings of France, consists of a dove med of a single sapphire mounted on a and of white brilliants, and surrounded by e diamonds of a color almost as intense as sapphire. The button of the King of tony's hat of state is composed of a splen-

green diamond of that value. The diamond possesses a remarkably high active power; it is to this power of sepaing the rays of light into their elemen-y colors that its great brilliancy is owing. ough it is found in numerous forms, they all derived from the regular octahedron. e facets of the crystal are often curved. wever, thus giving the stone a spherical cearance. The structure is lamellar, and diamond may be readily cleaved parallel the plane of the octahedron.

suggest its inflammability; the same surmise | was made by the great Newton; but the first | record of experimental proof was from the Academy of Florence, in 1694, under Duke Cosmo the Third, when a diamond was subjected to a powerful burning-lens. It first split, then emitted sparks, and finally disappeared. M. Guyon de Morveau, in 1785, exposed a diamond enclosed in a cavity in a piece of iron to intense heat. When the cavity was opened, the diamond had entirely vanished, but the fron around was converted into steel, thus proving the gem to consist of

It has been found possible to manufacture diamonds by the crystallization of carbon, but hitherto of a size so infinitesimally minute as to be of no value except in a scientific point of view. Brilliant points may occasionally be observed in coke that has been exposed to furnace heat; these are diamond particles, and are capable of cutting glass. Thus, in the marvellous laboratory of nature, the commonest and poorest matter becomes converted into the most precious gem.

The diamond frequently becomes phosphorescent on exposure to the sun's rays. The Hon. Robert Boyle, writing in 1672, says: "I have had in my keeping a diamond which, by water made a little more than lukewarm, I could bring to shine in the dark." It is no doubt this phosphorescent quality that gave rise to the legendary power of diamonds and carbuncles to emit light, a belief we find very ancient. In the Talmud it is said that Noah had no other light in the ark than that furnished by precious stones. The Vedas of the Brahmins also speak of a place lighted by rubies and diamonds which emit light like that of the planets.

The rough diamond is little more attractive than the common pebble; its brilliancy being concealed under a hard crust, that can only be removed by diamond powder. Though the art of cutting this gem has only been brought to perfection during the last few centuries— those cut and polished at Golconda being of clumsy workmanship—the stone was formerly valued for other, and for the most part fabulous, qualities.

Foreign Items.

-M. Offenbach is invading the ear of Paris simultaneously at two theatres. At the Varietes he has produced a three-act opera entitled Les Brigands (libretto by MM. Melihac and Halevy); at the Bouffes Parisiens (his former seat of glory) a one-act operetta called La Romance de la Rose ((libretto_by MM. Trefeu and Prevel). These works were brought out within twentyfour hours of each other (on the 10th and 11th of December respectively). In the Romance de la Rose, the Irish melody of which M. Flotow has made such excellent use in Martha has, it appears, served M. Offenbach to equally good

purpose.

—A characteristic sign of the times is reported from Rome. The German Kunstlerverein met recently for the purpose of amending its ancient statutes. Most particularly was it the one paragraph reading "That this union, in all those exceptional cases in which it requires a special protection, shall place itself under that of the King of Prussia and the Emperor of Austria as the two most powerful rulers of German". the two most powerful rulers of Germany," which, it seemed to many of the members, required a certain alteration. And the alteration was wrought, almost nem. con., to the effect that the name of the Emperor of Austria was struck out, and only that of the Prussian mon-

arch was allowed to stand.

—The North German Correspondent, tolerably well known as the organ of Count Bismark, replies to an attack made on that statesman in the Edinburgh Review, and denies that personal pique had anything to do with the late war. The writer, in one portion of his defense of the Count, alludes to the schemes of France and Austria in these terms:—"Prussia was first to be debased in the public opinion of Europe, and then to be dismembered. It is well known to the initiated that Venice had been ceded France before a shot was fired in 1866, and that ediately receives his freedom, with on the 12th of June of that year, one day after privilege of working for himself thence-ward.

These precious stones are scattered about the letter of the Emperor Napoleon to M. Drouyn de Lhuys, a convention was concluded between the Cabinets of Vienna and Paris, according to which France, after the overthrow of Prussia, was to be indemnified by compensations, or, in other words, by the left bank of the Rhine." This, according to the North Ger-man Correspondent, was the cause of the sud-

den attack on Austria.

—The Medical News of St. Petersburg gives some interesting particulars relative to the outbreak of cholers in Russia. It attributes the outbreak to the extraordinary heat and drought which prevailed last summer in Central Russia, which prevailed last summer in Central Russia, and which was in striking contrast to the frequent rains in Northwestern Russia and Western Europe generally. Several cases of diarrhoea and summer cholera, some of which were fatal, occurred at Kieff in July, but there was no epidemic until the middle of September. At first it was supposed that the cholera had reached Kieff from Persia, but it appears this year Tiflis has been unusually healthy, and that there is no communication between Kieff and there is no communication between Kieff and the Persian districts where cholera prevailed. The disease appeared indiscriminately both in the poor and the rich quarters of Kieff, and carried off several victims in the higher classes. In September the number of patients was 65, of whom upwards of 40 died. How many persons were attacked in October is not known, but there were upwards of 30 deaths from the epidemic. At Orel the number of persons attacked between the 17th of November and the 9th of December was, according to the official reports, 92, 45 of whom have died, and at Retchitz, in the Government of Minsk, 17 cholera cases had ended fatally up to the 11th of December. On the 7th

soldier died of cholera at St. Petersburg.

—A new edition (dite de luxe) of the works of Beaumarchais has just appeared at Paris. The joint editors, Messrs. D'Heilly and De Marescat. have availed themselves conscientiously of every source of authentic information, contrasting the original manuscripts of the plays with their acting edition, thus giving at once the study and the finished picture. The second volume of this edition, moreover, contains a hitherto unpub-lished drama in three acts, L'Ami de la Maison, forming part of seven volumes of MSS. left in London by Beaumarchais when he visited England in pursuit of a selution of his doubts on the sex of the Chevalier d'Eon, whom he persisted in believing to be a chevatiere. This important collection of manuscripts was in the hands of Messrs Dulau, of Soho Square, who, in 1826, in vain attempted to dispose of them for 300 francs. In 1863 M. Ed. Fournier, a well-known playwright, commis-sioned by the Societe de l'Academie Francaise, obtained them for the moderate sum of 500 Scarcely was the bargain completed when M. Dulan received an offer of £1000 from an English amateur. The drama L'Ami de la Maison deserves especial mention, as being almost identical in its plot with M. de Girardin's much abused but successful play, Le Supplice d'une Femme. It is somewhat remarkable that a century after Beaumarchais wrote his play Girardin and Dumas Fils, wholly ignorant of its existence, should have had an inspiration in all points similar to that of their predecessor.

—A letter from Trabigne (capital of the Turkish province of Herzegovina), published in the Northeastern Correspondence, says that great sgitation prevails among the population there in consequence of the prolongation of the revolt in Dalmatia. The province is now occu-pled by a large body of Turkish troops, but it is feared that they will not suffice to put a stop to the revolutionary movement which is now spreading rapidly among the Herzegovinlans. The people, says the correspondent, seem con-vinced that the whole of Dalmatia will rise next spring, and they are only waiting for a signal from their old chief, Luka Voukalovitch, to join the insurgents of the Cattaro district in a combined attack of the Southern Slavonians on Austria and Turkey. The equivocal attitude of Montenegro and the Mirdites of Albania, the correspondent adds, has greatly encouraged these revolutionary projects. The prince of the Boetius de Boot, in 1609, was the first to

former country is now engaged in a dispute with the Porte on a question of frontier, and it is said that in the event of this question giving rice to a war Montenegro will be assisted by the Mirdites. The latter, who, like the Montene-grans, are a warlike people of mountaineers, were governed up to last year by princes of their own nationality, but on the death of their Prince, Bid-Doda, the Porte refused to recognize this heir, and sent a Turkish governor to rule them in his place. This measure has caused great discontent among the Mirdites, and the correspondent believes that they will take the first opportunity of shaking off the Turkish rule.

—The Moscow Gazette of the 28th of November (Not December)

ber (8th of December) gives an interesting ac-count of the expedition which has been sent by the Russian Government to the Caspian Sea. The expedition, it says, consists of 1500 men and six horses, and has embarked at Petrovsk, on board four screw steamers, the Armenian, the Tamara, the Volga, and the Turcoman, with provisions, forage, fur tents, and other articles required for camping in the desert, including the Norton apparatus for sinking wells. This flotilla is to proceed to the Bay of Krasnovodsk. The expedition is under the command of M. Stoletoff, who is conversant with most of the Asiatic lanwho is conversant with most of the Asiatic languages, and has travelled a great deal in Turkestan. "The Bay of Krasnovodsk," adds the Gazette, "is the upper portion of the Gulf of Balkan, into which the river Amou-Darya (Black river, the Oxus of the ancients) formerly discharged itself. This river has since, according to tradition, changed its course in consequence of an earthquake, and now falls into the Sea of Aral. The bay of Krasnovodsk is rather deep, the bottom is of firm sand, with a sufficient anchorage for large ships. It is surrounded by mountains, and in some parts by rocks. Several wells of sweet water exist in the adjoining country. In an island near the river there is a species of rocky earth called kir, which may be used for fuel; there are also some sources of naphtha. The bay is navigable all the year round, as it does not freeze in winter. The Turcoman inhabitants of the surrounding country are nomads, with a liking for commerce and navigation: but at present they are brigands and pirates, living on the plunder of the Persian villages and the Russian merchant ships in the Caspian. The bay was first occupied by the Russians under Bekovitch, in the reign of Peter Another attempt to establish a Russian set-tlement there was made by General Yermoloff, Commander-in-Chief of the Cancasus, who sent Captain Mouravieff on a mission to the Khan of Khiva." The Gazette concludes by expressing the hope that "a new Lesseps may be found who will employ the immense resources of Russian industry in order to bring back the Amou-Darva

into its ancient bed, and thereby restore to life the decayed towns and villages which formerly existed on the banks of that great river." —The Maryland Historical Society has ap-pointed a committee of twelve to attend Mr. Peabody's funeral, and a committee of three to prepare a suitable memoir.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
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 Depot.

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

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

ı	receive attention.
۱	TRAINS LEAVE EPOT, VIZ. :
l	Mail Train
١	Paoli Accommodat'n 10 30 A. M., 1 19 and 6 50 P. M.
١	Fast Line and Erie Express 11 to A. M.
١	Harrisburg Accommodation 2:30 P. M.
ı	Lancaster Accommedation 4'10 P. M.
ı	Parkesburg Train 5-30 P. M.
ı	Cincinnati Express 8 00 P. M.
ı	Erie Mail and Pittsburg Express 9:45 P. M.
١	Accommodation 12-11 A. M.
ł	Pacific Express 12:00 night.
ı	Erie Mail leaves dally, except Sunday, running on
ı	Saturday night to Williamsport only. On Sunday
ı	night passengers will leave Philadelphia at 8 o'clock' Pacific Express leaves daily. Cincinnati Express
1	daily, except Saturday. All other trains daily, ex-
	The Western Accommodation Train runs daily,
ĺ	except Sunday. For this train tickets must be pro-

The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be pro-
cured and baggage delivered by 5 P. M., at No. 116
Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:
Cincinnati Express3-10 A. M.
Philadelphia Express
Erie Maîl
Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M.
Parkesburg Train
Fast Line
Lancaster Train
Erie Express
Southern Express
Took Haven and Elmira Express 7500 P M

Lock Haven and Elmira Express. 700 P. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation 950 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

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 EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

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

will leave Depot corner Broad street and Washing ton avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfleid and intermediate stations.

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

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:20 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.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

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

stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:39, 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 4:36 P. M. trains for Baltimore Central Pullrond.

Rullroad.

Erom Raltimore to Philadelphia—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-25 P. M., Express; 7-26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, 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, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Carattached, 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.

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

HENRY WOOD,
11.1 President and General Superintensient.

RAILROAD LINES.

READING RAILBOAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Of Passenger Trains, December 20, 1869.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 635 P. M.: arrives in Philadelphia at 925 P. M. MORNING EXPRESS.
At 875 A. M. for Keading, Lebanon, Harrisburg, Pottsville, Pinerbove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pitiston, York, Carlisle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, 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 trains 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.

thumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railread trains for Columbia, etc.

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 7:30

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M. Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 9-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2-00
P. M., and Pottsville at 2-25 P. M., arriving at Philadelphia at 6-25 P. M. delphia at 6-15 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 6-25 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

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 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.,; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 2:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 13:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stago lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points

COLEBROOK DALE RAILROAD.

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 THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Penusylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 525 A. M., and 12 20 noon, passing Reading at 7-20 A. M., and 2 90 P. M., arriving at New York 12 05 noon, and 6 25 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 5-10 A. M. and 2 95 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHLROAD.

Trains leave Pottsville at 6 30 and 11 20 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 8:55 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:45 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 moon for Pinegrove, Tremont, and Brookside, returning from Earrisburg at 1:30 A. M. and 3:40 P. M., from Prockside at 4:00 P. M., and from Tremont at 7:15 A. M. and 6:05 P. M.

Tickets.

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

Canadas.

Excursion Ticketa from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Potisiown 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.

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. dis-

count, between any points desired, for families and nrms.

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

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN residing on the line of the road

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 Phiadelphia 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 35 A. M., 12 30 noon, 5 and 7 15 P. M., for Reading, Lebanon, Barrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

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

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FH.ST and CHESNUT Streets, 7-45 A. M., 11-00 A. M., 2-20 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-20 P. M., Leave West Chester from Depot, on East Market street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A. M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.

Train leaving West Chester at 8-00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train feaving Philadelphia at 4-40 P. M., and will change cars at B. C. Junction 3. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M. WILLIAM C. WHEELER, 4 105

General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 16, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWAED.
MAIL TRAIN leaves Philadelphia... 9-35 P. M.
"Williamsport 7-40 A. M.
"Williamsport 9-09 P. M.
ERIE EXPRESS leaves Philadelphia 11-40 A. M.
"Williamsport 9-09 P. M.
"Arrives at Erie... 10-00 A. M.
ELMIRA MAIL leaves Philadelphia 7-50 A. M.
"Williamsport 6-00 P. M.
Trives at Lock Haven 7-20 P. M.
EASTWAED. Arrives at Lock Haven. 7-20 P. M.

BASTWARD.

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

"Williamsport. 9-25 P. M.

arrives at Philadelphia. 6-20 A. M.

ERIE EXPRESS leaves Erie. 400 P. M.

"Williamsport. 3-30 A. M.

arrives at Philadelphia. 12-45 P. M.

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

"Williamsport. 9-45 A. M.

"Williamsport. 9-45 A. M.

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

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

"Harrisburg. 5-20 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 CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places. New York and Way Piaces.

FROM WALNUT STREET WHARF.

At 6-20 A. M., via Camden and Amboy Accom... \$2-25

At 8 A. M., via Camden and Amboy Express... 3-00

At 8 P. M., via Camden and Amboy Express... 3-00

At 6 P. M., for Amboy and intermediate stations.

At 6-20 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 6-20, 8, and 10 A. M., 12 M., 2, 3-20, 4-20, 5, 7, and 11-20 P. M. for Bordentown, Florence, Burnington,

Beverix, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:20, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry, (upper side).

At 7:30 A. M., 2:30, 2:30, and 5 P. M. for Trenton and Bristel, and 18:45 A. M. and 6 P. M. for Bristel. At 7:30 A. M., 2:30 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 Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 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.

PROM WEST PHILADELPHIA DEFOY.

PROM WEST PHILADELPHIA DEFOY.

PROM WEST PHILADELPHIA DEFOY.

Via Connecting Railway.

At 7, 9-30 and 11 A. M., 1-20, 4, 6-45, and 12 P. M.

New York Express Lines, via Jersey City. Fare,

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

At 12 P. M. (Night), for Morrisville, Tullvtcwn, 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 laily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

FROM RENSINGTON DEPOT.
At 7-80 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimirs, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

A. 7 30 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertville, Fiemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethichem, etc.

At 11 A. M. from West Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and Internediate stations.

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

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

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

At 7 A. M., I and 8-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

THILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 3 4, 5 4, 4 55, 4 35, 5, 5 4, 6, 6 56, 7, 8, 9-20, 10, 11, 12 P. M.

Leave Germantown at 6, 645, 7%, 8, 820, 9, 10, 0:50, 12 A. M., 1, 2, 3, 3 to, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, The 3-26 down train and 3% and 5% up trains will not stop on the Germantowa Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

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, 3%, 5%, 5, 9, 90, and 11 1. M.

Leave Chesnut Hill at 7-10, 8, 2-40, 11-40 A. M., 1-40, 534, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Fhiladelphia at 9-15 A. M., 2 and 7 P. M.

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

P. M.
FOR CONSROHOCKEN AND NORRISTOWN.
Leave I biladelphia at 6, 7½, 9, and 11 05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8 05, 10 05, and 11½ P. M.
Leave Norristown at 5 40, 6 25, 7, 7½, 8 50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop
at Moree'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,

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 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.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 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 Piymouth, 6½ A. M., 4½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, 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 BEKKS and AMERICAN Streets, (Sundays excepted), as follows:

At 8:00 A. M. (Express) for Bethlehem, Allentown, Name Charles Logiston, Williamsont, Wil Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, connection with the ERIE RAILWAY for Buffalo, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 945 A. M. (Express) for Bethlehem, Raston, Allentown, Mauch Chunk, Wilkesbarre, Pittaton, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittaton, Scranton, and Hazleton. azieton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Poylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 750 and 1045 A. M., and For Ahington 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

From Lansdale at 7:30 A. M., 2:15, 4:49, find 8:25 P. M. From Lansdale at 7:30 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 1:10 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 sold and Baggage checked through at

Mann's North Pennsylvania Baggage Express

Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper

Ferry), at
8°15 A. M., Mail, for Bridgeton, Salem, Millville,
Vineiand, Swedesboro, and all intermediate stations.
8°15 P. M., Mail, for Cape May, Millville, Vineiand,
and way stations below Glassboro.
8°50 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
8°50 P. M., Woodbury and Glassboro accommodation.

tion.
Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

Commutation tickess 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. 20 NORTH WHARVES No. 27 NORTH WATER STREET, SEA

AUOTION BALES.

M. THOMAS & SONS, NOS. 139 AND 161 FALE OF REAL ESTATE AND STOCKS, ourry 18, at 12 o'clock noon, at the Eachings, will

HROAD AND GIRARD AVENUE, N. W. corner Large and Valuable Lot, 280 feet front, 161 feet deep, 4 fronts, Esle absolute. See plans.

BROAD AND THOMPSON, S. W. corner Risgant Brown Stote Rosidence; has every modern convenience; 25 by 160 feet; two fronts; immediate possession.

GROUND REN'18—878 67, \$120, \$63.36, 838.75, \$575, \$712 to, and \$51 a year. 712 M, and Shi a year.
WASHINGTON AVENUE, No. 836—Genteel Dwell-FITZWATER, No. 1114—Modern Dwelling, FIFTEENTH (South), No. 555—Modern Dwelling, ELEVENTH AND FERNON, N. E. corner—Store and

Welling.

W OUD, No. 1815—Genteel Dwelling.

SECOND (North), Nos. 2185, 2130, 2140—Valuable Stores.

WEST DELANCEY PLACE, No. 2116—Modern Rest FORTY FOURTH, Louth of Huron Genteel Dwell

FORTY-FOURTH, Eouth of Huron—Genteel Dwing.

MONTERRY, No. 1212—Modern brick Dwelling.

MERVINE, No. 1865—Genteel Dwelling.

MERVINE, No. 1865—Genteel Dwelling.

NEW, No. 1865—Modern four-story brick Residence.

CARLTON, No. 1880—Genteel brick Dwelling.

TASKER, No. 1882—Genteel Dwelling.

ROS shares Locust Gap. Imp Co.

180 Schuylkill Nivigastion, common.

180 Penna. Salt Manufacturing Co.

29 National Bank of the Republic.

12 Reliance Insurance Co.

5 Academy of Music, with ticket.

29 Steubenville and Indiana Bail-coad.

39 Camden and Atlantic Railroad.

100 American Buttonhole Co.

1 Philadelphia Library.

\$500 bond Union Passenger Railroad Co.

5 shares Phoenixville National Bank.

Senson Ticket Arch Street Theatre.

20 shares Republic Insurance Co.

5 Fittaburg, Cinciunati, and St. Louis R. W.

17 shares Central Transportation Co.

6 shares Mammeth Vein Coal Co.

1 14

1 14 3t COTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS.

B. BCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row).

TARD. Persons wishing to contribute to our sale of this week will please send in their paintings immediately, is order to have them in the catalogue. 111 5t SALE OF FOREIGN AND AMERICAN OIL PAINT-INGS AND CHROMOS. Wednesday, Thursday, and Friday Evenings, At 7 25 o'clock, without the least reserve. 1 13 35

A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwollings.
Public sates of Furniture at the Auction Rooms, No.
1210 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
II 18
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THOMAS BIRCH & SON, AUCTIONEERS
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OHESNUT Street, rear entrance No. 1107 Sansom street, MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
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No. 200 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. BUNTING, DURBOROW & CO., AUCTION-BAR Street. Successors to John B. Myers & Co.

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public institutions, in TWENTY DIFFEREN
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naces, Pertable Reaters, Lowdown Grates, Fireboars,
Stoves, Bath Boilers, Stewhole Plates, Boilers, Cooking
Stoves, etc., wholesale and retail, by the manufacturers,
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11 27 wem No 309 N. SEGOND Street THOMSON'S LONDON KITCHENE

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