How Lugatics' Ribs Get Broken.

To the Editor of the Pall Mall Garette. Sir-An important question has been raised as to "the treatment of lunatics," and, inter alia, how Santa Nistri came to have his breast-bone and eight ribs fractured at Hanweil; and how other patients have died at the same place of similar injuries; and how William Wilson came to have twelve ribs broken the other day at the Lancaster County Asylum. The question is grave: the more so that, by every principle of statistics, scores of ribs must be broken, one or two at a time, and nobody the wiser, under a system which rises periodically to such high figures of pulverization, and so lets in the faint light of an occasional inquest, conducted by credulity in a very atmosphere of mendacity. I have precise information, applicable to these recent cases, but not derived from them, and ask leave to relate the steps by which the truth

On the 2d of January, 1851, Barnes, a lunatic, dled at Peckham House with an arm and four ribs broken. The people of the asylum stuck manfully together, and agreed to know nothing about it: and justice would have been baffled entirely, but for Donnelly, an insane patienthe revealed that Hill, a keeper, had broken the man's bones. Hill was tried at the Central Criminal Court, and convicted of manslaughter on Donnelly's sole evidence, the people of the asylum maintaining an obdurate silence to the end. About 1858, I think, a lunatic patient died suddenly, with his breast-bone and eight ribs
broken, which figures please compare with
Santa Nistri's. As it had taken a keeper to
break the five bones of Barnes, nobody believed
that accident had broken the nine bones of
Secker—that, I think, was the victim's name;
but this time the people of the asylum had it all
their own way; they stuck manfully together,
stilled truth, and bailled justice. (See the Ninth stifled truth, and bailled justice. (See the Ninth Report of the Commissioners in Lunacy, p. 25.) Late in July, 1858, there was a ball at Colney

Hatch. The press were invited, and came back singing the praises of that blest retreat. What order! What gayety! What non-restaint! O fortunatos nimium sua si bona norint lunaticos.

Next week or so Owen Swift, one of the patients in that blest retreat, died of the following injuries-Breast-bone and eleven ribs broken, liver ruptured.

Varney, a patient-whose evidence reads like that of a very clear-headed gentleman, if you compare it with the doctor's that follows itdeposed to this effect:—Thursday at dinner-time Swift was in good health and spirits, and more voluble than Slater, one of the keepers, ap-proved. Slater said, "Hold your noise." Swift babbled on. Slater threw the poor man down and dragged him into the padded room, which room then resounded for several minutes with "a great noise of knocking and bumping about," and with the sufferer's cries of agony, till these last were choked and there was silence Swift was not seen again till Saturday morning: and then, in the presence of Varney, he accused Slater to his face of having maltreated him, and made his words good by dying that night or the

very next morning.

This evidence was borne out by the state of the body (fractured sternum and eleven fracthe body (fractured sterning and cleven frac-tured ribs), and not rebutted by any direct, or, indeed, rational testimony. Yet the accused was set free. But the press and the country took this decision ill. A Middlesex magistrate wrote to the Times, August 21, 1860, to remon-strate, and drew attention to a previous idlotic verdict in a similar case. And whereas the medical man of the establishment had assisted to clear the homicide by his own ignorance of how bones can be broken wholesale without proportionate bruises or flesh wounds, a correspondent of the Daily Telegraph enlightened his professional ignorance on that head, and gave the public the only adequate solution of Owen Swift's death which had been either spoken or written up to that day.

That one adequate solution was the true one-Daily Telegraph, Aug. 9, 1860. Time, 1862. Place, Hanwell. Matthew Geoghegan, a patient, refused to go to bed. Jones, a keeper, threw him down, and kicked him several times: then got a soil and beat him; then got a fire-shovel and beat him; then jumped on his body; then walked up and down his body: of which various injuries the man died, not immediately, but yet so speedily that the cuts and bruises were still there to show

what had killed him. Bone, a bricklayer, and eye-witness of the homicide, swore to the above facts. Linch, Bone's laborer, another eye-witness, swore to the same facts. The resident engineer swore that Bone and Linch were both true men. Dr. Jephson had found the man with bruises, one of which, on his abdomen, had been caused by the heel of a boot. Per contra, a doctor was found to swear as follows:—"I swear that I think he died of pleuro-pneumonia. I swear that I don't know whether his external injuries contributed

to his death. And upon this, though no pleuro-pneumonia could be showed in the mutilated body, though Bone and Linch, disinterested witnesses, deposed to plain facts, and the doctor merely delivered a wild and improbable conjecture, and then swore to his own ignorance on the point in doubt, if doubt there could be—yet this jury, with their eyes to confirm what their ears heard worn, and their ears to confirm what their eyes saw written on the mangled corpse, actually de-livered the following verdict:—"Deceased died after receiving certain injuries from external riolence; but whether the death was occasioned by natural causes, or by such violence, there was not sufficient evidence to show." They then relieved their consciences in the drolles

way. They turned round on Bone and Linch, and reprimanded them severely for not having interfered to prevent the cruelty which they themselves were shielding in the present and fostering in the future by as direct a lie as ever twelve honest men delivered. Suppose the bricklayer and his man had replied, "Why, look ye, gentlemen, we came into the madhouse to bricks, not to do justice. But you came the madhouse to do justice. We should into the madhouse to do justice. have lost our bread if we had interfered; but you could have afforded to play the men-and

I enclose herewith the evidence of the brick layers and the sworn conjectures of the doctor, in re Geoghegan; also the evidence of the doc-tor and of the comparatively clear-headed luna-

About this time my researches into the abuses of private asyla (which abuses are quite distinct from the subject in hand) brought me into contact with multifarious facts, and with a higher class of evidence than the official inquirers permit themselves to hear. They rely too much on medical attendants and other ser vants of an asylum, whose interest it is to veil ugly truths and sprinkle hells with rose-water. I, on the contrary, examined a number of ex-patients who had never been too mad to observe, and ex-attendants, male and female, who had gone into other lines of life, and could now afford to reveal the secrets of these dark places.

The ex-keepers were all agreed in this--that the keepers know how to break a patient's bones without bruising the skin; and that the doctors have been duped again and again by them. To out it in my own words, the bent knees, big bluntish bones, and clothed, can be applied with terrible force, yet not leave their mark upon the tkin of the victim. The refractory patient is thrown down, and the keeper walks up and town him on his knees, and even jumps on his lody knees downwards, until he is completely cowed. Should a bone or two be broken in this process, it does not much matter to the keeper alunatic complaining of internal injury is not listened to. He is a being so full of illusions that nobody believes in any unseen injury he

prates about. In these words, sir, you have the key to the teath of Barnes, of Sicker (if that was the man's name), and of other victims recorded by the

I hope this last inquiry has not been weakly shandoned. It is a very shocking thing that loth brute force and traditional cunning should te employed against persons of weak under-sanding, and that they should be so often mas-

anding, and that they are the state of the macred, so seldom avenged.

Something might be done if the people in Lancashire would take up the matter seriously.

The first thing they should do is to inquire

whether the keeper who killed a stunted imbealle by internal injuries in the Lancaster Asylum, May, 1863, is still in that asylum. See ublic Opinion, Nov. 19, 1863.

The next step is to realize and act upon the two following maxims:—
First, it is the sure sign of a fool to accept an inadequate solution of undeniable facts.
Secondly, to advance an inadequate solution of facts so indisputable as twelve broken ribs is a sign either of guilf or guilty connivance.
Honest men in Lancashire should inquire who first put forward some stupid, impudent false-hood to account for the twelve broken ribs of Wilson. The first liar was probably the homi-

dide, or an accomplice.

Just to prove the importance I attach to this inquiry, permit me, through your columns, to offer a reward of £100 to any person or persons who will give such evidence as may lead to the conviction of the person or persons who have killed William Wilson by kneeling on him, by walking knees downwards upon him, and jump-

ing knees downwards upon him. It is interest that closes men's mouths in these dark places. We must employ the same instrument to open them: it is our only chance. I am, sir, yours very faithfully, Charles Reade.
2, Albert-terrace, Knightsbridge.

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

Agonts of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LHAVE SPOT, VIZ. :-| Mail Train. | 8-00 A. M. | Paoil Accommodation. | 10-30 A. M. | 1-10 and 6-50 P. M. | Fast Line and Eric Express. | 11-50 A. M. | Harrisburg Accommodation. | 9-30 P. M. | Lancaster Accommodation. | 4-10 P. M. | Parkesburg Train. | 6-30 P. M. | Cincinnati Express. | 8-00 P. M. | Cincinnati Express. | 8-00 P. M. | Accommodation. | 12-11 A. M. | Accommodation. | 12-11 A. M. | Pacific Express. | 12-00 night Accommodation. 13'11 A. M.,
Pacific Express. 12'00 night.
Eric Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at So'clock
Pacific Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M., at No. 118
Market street.

TRAINS ARRIVE AT DEPOT, VIZ. :

Parkesburg Train 9:10
Past Line 9:40
Lancaster Train 12:65 Eric Express 12:55 P
Southern Express 7:00 P
Lock Haven and Elmira Express 7:00 P
Pacific Express 425 P
Harrisburg Accommodation 9:50 P

by special contract.

EDWARD H. WILLIAMS,
429 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 \$50 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 18 M. (Sundays excepted) for

for Crisfield and intermediate stations.

Express Train at 19 M. (Sundays excepted), fo Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thuriow, 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 1130 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 1200 M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Marrington and Intermediate Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:30 P. M. The 8:16 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 7:30 A. M. and 4:38 P. M. trains for Baltimore Central Palice.

A. M. and 428 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 925 A. M., Express; 225 P. M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stor ing at Magnolia, Perryman's, Aberdeen, Havre-a drace, Perryville, Charlestown, North-East, Elston, 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

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.

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

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

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

Passengers are allowed to take markets.

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.

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WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 29, 1869.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphis, at the following
hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6-25 P. M.; arrives in Philadelphia at 9-25 P.M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottaville, Pinessove, Tamaqua, Sunbury, Williamsport, Elmira, Rochestar, Niagars Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersbarg, Hagerstown, etc.
The 749 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

ring for Philadelphia at 445 P. M.; arrives in Polladelphia at 1920 A. M., and at 540 A. M. and Atophia at 1920 A. M., arrives in Rending at 1920 A. M., atophing at 1920 A. M. arrives in Polladelphia at 4.00 P. M.; arrives in Polladelphia at 9.10 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Polladelphia at 9.10 A. M. arrives in Polladelphia at 9.10 A. M. atophing at 1920 A. M., atophing at 1920 P. M., and at Pottsville at 5.20 P. M.; arrives in Rending at 7.40 P. M., and at Pottsville at 9.20 P. M.

P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 9:08
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M. delphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 625 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passenger car attached, leaves Philadelphia at 1220, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 CHESTER VALLEY RAILROAD.

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

PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD,
Passengers for Schwenksville take 7.30 A. M., 12.30
snd 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 Mt. Pleasant and intermediate points
take the 7.30 A. M., and 4.00 P. M. trains from Philadelphia returning from Mt. Pleasant at 7.30 and 1.100 phila returning from Mt. Pleasant at 7.30 and 1.00 phila returning from Mt. Pleasant at 7.30 and 1.00 philadel-

phia, returning from Mt. Pleasant at 700 and 1100 A. M. NEW YORK EXPRESS FOR PITTSBURG AND Leaves New York at 2 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rairond Express trains for Pittaburg, Chicago, Williamsport, Elmira, Ealtimore, etc. more, etc.

Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5.55 A. M., and 12-20 noon, passing Reading at 7-20 A. M., and 2-00 P. M., arriving at New York 12-05 noon, and 6-35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

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 RAHROAD.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:20 A. M., and 6:00 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.
SCHUYLKILL AND SUSQUERIANNA RAILLROAD.
Trains leave Auburn at 8:50 A. M. and 2:20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brockside, returning from Barrisburg at 7:20 A. M. and 2:40 P. M., from Brockside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:96 P. M.
Tickets.
Through first class tickets and emigrant tickets to be principal points in the North and West and adas.

adas, Accursion 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 sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolla, General Superintendent, Reading.

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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, Harrisburg, Pottaville, Port Clinton, and points to youd. points beyond.

BAGGAGE Dungan's Express will collect bag.

gage for all trains leaving Phladelphia Depot Orders can be left at No. 225 South FOURTH Street or at the Depot, THINTEENTH and CALLOWHILI WEST CHESTER AND PHILADRIPHIA
RAILROAD.
Leave Philadelphis from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1140 A. M.,
230 P. M., 415 P. M., 440 P. M., 615 and 1120 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 806 A. M., 745 A. M., 1045 A.
M., 145 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 806 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphis at 440 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 Cheste sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 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. Leave Philadelphia for West Chester at 8:30 A. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4-90 P. M. WILLIAM C. WHERLER,

4 109 PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— WESTWARD.
MAIL TRAIN leaves Philadelphia. 9.35 P. M.
"Williamsport. 740 A. M.
"Williamsport. 820 P. M.
ERIE EXPRESS leaves Philadelphia. 1140 A. M.
"Williamsport. 900 P. M.
ELMIRA MAIL leaves Philadelphia. 755 A. M.
"Williamsport. 600 P. M.
ELMIRA MAIL leaves Philadelphia. 755 A. M.
"Williamsport. 600 P. M.
"Arrives at Eric. 1000 A. M.
ELMIRA MAIL leaves Philadelphia. 755 A. M.
"RIMING MAIL LEAVES A. M.
"ELMIRA MAIL LEAVES Philadelphia. 755 A. M.

Arrives at Lock Haven. Two P. M.

EASTWARD.

MAIL TRAIN leaves Erie. \$ 40A 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.

BUFFALO EXP. leaves Williamsport. 12-25 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.

ALLYRED L. TYLER, General Superintendent.

RAILROAD LINES.

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

FROM WALNUT SCHRET WHARP.

At 6-90 A. M., via Camden and Amboy Accom... 18425
At 8 A. M., via Camden and Amboy Express... 200
At 2 P. M., via Camden and Amboy Express... 200
At 2 P. M., for Amboy and intermediate stations.
At 6-30 and 8-5. M. and 2 P. M., for Freehold.

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

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

At 6:30, 8, and 10 A. M., 13 M., 8, 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burilagton, Beverly, and Delanco.

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

The 11:30 P. M. Ene leaves Market Street Farry, (upper side).

(upper side).

At 730 A. M., 230, 830, and 5 P. M. for Trenton and Bristel, and 10-25 A. M. and 6 P. M for Bristol.

At 730 A. M., 230 and 5 P. M. for Morrisville and At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., and 2:20, 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 statious.

FROM WEST PHILADEL-PHIA DEPOT.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:35, and 12 P. M. New York Express Lines, via Jessey City, Fare, 13:35.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:30, 4, 6:45, and 13 P. M. At 7, 9 30, and II A. M., 4, 6 45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullvttwn, Schenck's, Eddington, Cornwell's, Torresdale, Homesburg, Tacony, Wissinoming, Bridesburg, and

Frankford.
The 930 A. M., 645 and 19 P. M. Lines will run dally. All others, Sundays excepted.
BELVIDERE DELAWARE RAILHOAD LINES. At 7:30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scrauton, Strondsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 330 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2.15 and 6.30 P. M. for Lamberton and Medicat. Mediord.

At 7 and 10 A. M., 1, 2-20, and 5 P. M., for Smithwille, 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., 1 and 8:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NOR-

Leave Germantown at 6, 6-25, 7%, 8, 8-20, 9, 10, 10-20, 12 A. M., 1, 2, 3, 8-20, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10%

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, 3M, 5M, 1, 950, and 11 F. M.

Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 836, 540, 640, 940, and 1940 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

Leave Philadelphia at 915 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 950 P. M.

FOR CONSHOHOUKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 1195 A. M., 134 FOR CONSHOHOCKEN AND NORRISTOWN.
Leave rhiladelphia at 6, 7½, 9, and 11 05 A. M., 1½,
8, 4, 4½, 5½, 6½, 805, 10 05, and 11½ P. M.
Leave Norristown at 540, 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 Mogree'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., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 25, 4, and 75 P. M. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11 06 A. M., 1%,
8, 4, 4%, 5%, 6%, 8 30, 10 05, and 11% P. M.
Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and
11% A. M., 2, 8%, 5, 6%, 8 30, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia at 9 A. M., 1%, 6, and 9% P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and 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

WINTER ARRANGEMENT. WINTER ARRANGEMENT.
Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundaya excepted), as follows:—
At 8:40 A. M. (Express) for Bethlehem, Allentown,
Mauch Churk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Burfalo,
Nigerar Ealls, Rochester, Clayeland, Chicago, San connection with the ERIE RAILWAY for Buralo, Nisgara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

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

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

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 7-20 and 10-45 A. M., and For Abington at 1.15, 5.20, and S. P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

From Bethlehem at 9 A. M., 215, 448, and 825 P. M. From Boylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M.

From Fort Washington at 9-25, 10-25 A. M., and 3-10 P. M.
From Abington at 2-35, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethiehem at 9-30 A. M.
Philadelphia for Doylestown at P. M.
Doylestown for Philadelphia at 7-60 A. M.
Bethiehem 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 31, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.
3-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glasaboro.
3-20 P. M., Passenger, for Bridgeton, Salem, Swedenboro, and all intermediate stations.
5-20 P. M., Woodbury, Glassboro, and Clayton accommodation.

commodation.

Freight train for all stations leaves Camden daily, at 19 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue. Cemmutation 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.

Leave Cape May, 1-30 P. M.

September 16, 1869

A LEXANDER G. CATTELL& CO HO. OF RORTH WATER STREET, PHILADELPHIA RAPAR CAPITAL CAPITAL

AUOTION BALES. M. THOMAS & BONS, NOS. 189 AND 141

Rescutor's Sale, No. 250 N. Eleventh street.

Estate of Pearson Yord, deceased.

SURPLUS FURNITURE, INGRAIN AND VENETIAN

CARPETS, ETC.

On Tuesday Morning.

Feb. 16, at 10 o'clock, at No. 210 N. Eleventh atreet,
below Vine, china and glass ware, tograin and Venetian
carpets, cooking utensils.

SALE OF REAL PSTATE AND STOCKS,
On Tuesday,
Peb. 15, at the Exchange, at 12 o'clock noon, will FRONT AND MIFFLIN, S. W. corner-Half interest large lot.
MARNHALL: Street, No. 418 — Modern Brick Dwelling.
GROUND RENTS SUI, SW, and SUS.
BROAD Sirect (Norld), Nos. 111 and 113 — Brick Hotel.
DPLAWARE OUNNY (Pa.). Concord Townshipalmble Farm and Mansion and 176 acres.
THED AND CHERRY, S. W. corner — Valuable fromrent Store BROAD Sirect (North), No. 1696—Riegant Residence, with Stable and Coach-house, SIXTEENTH AND CHRISTIAN, S. W. corner—Red-dence, with Stable. BROAD Street, north of Master street-Velmble FINETRENTH STREET (North), No. 633 -Modern EIGHTH AND JEFFERSON STREETS, N. W. corer Store and Dwelling. LOCUST STREET, Nos. 805 and 807-Two three-story brick Dwellings.
MOUNT VERNON STREET, No. 1926-Modern brick PINE STREET, No. 2003-Modern brick Remidence, TWENTY-SECOND AND MOUNT VERNON STREETS, S. E. corner-Modern three-story brick Ross

SI Hais 15, S. E. coinel—Modern three story brick Residence.

BRANDY WINE STREET, No. 2227—Brick Dwelling.

1 share Pennsylvania Academy of Fine Arta.

115 shares Sebuy Ikill Navigation preferred.

15 shares Ruck Rounian Coal Company.

14 shares Centrel Transportation Company.

18 shares Centrel Transportation Company.

28 shares Commonwealth National Bank.

2400 Connecting K. W. Co., 5 per cent.

160 shares Newthern Liberties Gas Company.

16 shares Academy of Rusic, with Tickot.

200 shares Academy of Rusic, with Tickot.

200 shares New Crock Coal Co.

Catalogues new ready.

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myere & Oc. SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING-BAGS, ETC.. On Tuesday Morning, Feb. 15, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC BRY GOODS, On Thursday morning, Feb. 17, at 10 o'clock, on four months' credit. 2 12 4

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning.
Feb. 18, at 11 o'clook, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag expetings, oil cloths, rugs, etc.

21254

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street, rear entrance No. 1107 Sansom street,

SPECIAL SALE OF FIRST QUALITY SHEEFFIELD PLATED WARE, TABLE AND POOKET CUTLERY, VASES, ETC.

On Tuesday and Wednesday Mornings,
At 10% o'clock, we will sell at the auction store, No. 1110 Chesnut street, a spleadid assortment of the above goods, comprising—Tea sets, urns, dinner and breakfast castors, entree dishes, oyster tureens, butter dishes, syrup and ale pitchers, cake baskets, ivory handle dinner and tea knives, spoons, forks, ladles, etc.

These goods are all first quality, and well worthy the attention of buyers.
Sale positive—Terms, cash.

2442t

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesman for M. Thomas & Sons.)
No. 529 OHESNUT Street, rear entrance from Minor. Sale at the Auction Booms.

HANDSOME WALNUT PARLOR, CHAMBER,
AND DINING ROOM FURNITURE, Elegant Parlor
and Chamber Suits, Loud Plano-Forte, Fine French
Plate Mantel and Pier Mirrors, Fire and Burglar Proof
Safes, by Evans & Watson and Lithe: Mattresser and
Bedding, China and Glassware, Brussels and Other
Carpets, etc.

Carpets, etc.

Ou Wednesday Morning.

At 10 o'clock, at the auction rooms, by catalogue, a large and excellent assertment of Household Furniture, etc.

SUPERIOR BUGGY, SLEIGH AND HARNESS.

Also, very superior top buggy; also, light sleigh; also, set line single harness.

21426

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESCOMS.

No. 1117 CHEBNUT Street, (Girard Row).

GREAT SALE OF CHROMOS

Mr. Charles F. Haseltine, on account of going to Europe on business, and to reduce his immenso stock, will sell at public sale at his galleries. No. 1125 Chesaut street, on the evenings of Monday, Tuesday, and Wednesday, Webrusy 18, 16, and 16, about 1000 English, French, and Gorman Chromos. 2143t B. SCOTT. JR., Auctioneer.

GEORGE H. BRCHTEL,

No. 716 ARCH Street.

OPPNING SPRING SALE OF FIRST-QUALITY
THEBLE PLATED SILVER WARE, consisting of
Elegant (Ten Sats (6 pieces,) Ice Pitchers, Trays, Napsin rings, Knives, Forks, Spoons, Coffee Urns, Fruit,
Dishes, Card Receivers, Revolving Butter Dishes,
etc. etc. etc. At 10 o'clock. The assortment is large, and embraces every article in the silverware line. To be sold without reserve. Goods may be examined and catalogues ready day of sale.

LIPPINCOTT, SON & CO., AUCTIONEERS, On Wednesday, Feb. 16th, At 10 o'clock.

At 10 o'clock.

LARGE FOSITIVE SALE OF FOREIGN AND DOMESTIC DRY GOODS, L. C. Hikks. Nottingham
Goods, Hesiery Goods, Clothing, Under Garments, Hoop
Skirts and Corsets, Paris Fancy Goods, a stock of
Goods, etc.

214 2t

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

Personal attention given to sales of Household Furniture at dwellings.
Public sales of Furniture at the Auction Roems, No.
1919 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
II 18
N. B.—A superior class of Furniture at private sale.

C. D. McCLEES & CO., AUCTIONEERS BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 4
No. 230 MARK ET Street, corner of Bank street.
Cash advenced on consignments without extra charge.

ANOTHER REDUCTION. BEST QUALITY WHITE ASH.

COAL.

ST PERIOR BRAVER MEADOW LEHIGH. Delivered to any par of the city.
MITCHELL'S COAL DEPOT. 19 22 2m Corner of NINTH and GIRARD Avenue.

PERCIVAL E. BELL & CO., DEALERS IN Lehigh and Schuylkill Coal. DEPOT: No. 1336 North NINTH Street. West Side, below Master.

Branch Office, No. 407 RICHMOND Street. H. TAGGART,

COAL OF THE BEST QUALITY, PREPARED EX PRESSLY FOR FAMILY USE. 1208, 1210 and 1212 WASHINGTON AV., 12 1 3m Between Twelfth and Thirteenth streets. PURE LEHIGH AND SCHUYLKILI FAMILY, FACTORY, AND BITUMINOUS COALS.

Large stock always on hand. Southeast corner THIRTEENTH and WILLOW Streets. W. W. & G. D. HAINES. 12 18 4m

MERRICK & SONS SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE

CUT-OFF STEAM ENGINE. Regulated by the Governor, MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1968, DAVID JOY'S

PATENT VALVELESS STRAM HAMMER D. M. WESTON'S
PATENT BELF-CENTERING, SELF-BALANCING
CENTEIFUGAL SUGAR-DRAINING MACHINE. HYDRO EXTRACTOR.

For Cotton or Woolen Manufacturers. 7 10 mwr 2. VAUGRAM MERRICE. WILLIAM M. MERRICK. 2003 H. COPR. Many of the mendes corrective with resolution of the Oresta absolu-