A Singular Adventure. The Muskegan, Mich., Enterprise relates

the following singular adventure:— When we were publishing a paper in Lewisburg, West Virginia, several years ago, a very singular accident befel a young man there, which we narrated briefly at the time. A few days ago we chanced to meet him here in Muskegan, and he narrated his adventure at our request. It occurred on the farm of General A. W. G. Davis, in Greenbrier county, in 1856. We give his story in his own words, as near as we can recollect them:
"I was ploughing on General Davis' farm
in 1856," said he, "unsuspicious of being
on insecure ground, when suddenly the
earth seemed to fall beneath me. I saw the horses descending, but was too frightened to let go the plough handles. The pitch of the horses with the earth gave my fall an 'impetus, and somehow I caught the mane of one of them is my fall, and so the mane of one of them in my fall, and so held on instinctively. What I thought when falling I can hardly tell. At any rate I did some rapid thinking. When I landed I fell on the horse whose mane I had hold of, and although the horse was instantly killed I was merely stunned and confused. On recovering myself I looked up, and the hole through which I had fallen looked so small I concluded I must have fallen full one hundred and fifty feet. My first thought was to call for aid, but I instantly recalled the fact that I was at least I instantly recalled the fact that I was at least a mile from General Davis' house, and that there was not the remotest probability that any one had seen my descent into the earth. It was then early morning, and as I had brought out my dinner with me, no one would miss me before nightfall. While going over these facts in my own mind, I heard the rush of water near at hand, and it occurred to me that I was at hand, and it occurred to me that I must have fallen upon the bed of Sinking creek, which, as you know, falls into the earth above Frankfort, and does not come out but once till it reaches the banks of the Greenbrier river. To stay where I was, or to attempt to follow the subterranean passage, was the next question. I sometimes took the team to my own tenant stable, and, therefore, might not be missed for days; so I determined to follow the stream. I waded in it, and, judging from its depth of from one to three feet, I concluded it must be the identical Sinking ereek spoken of. Leaving my dead com-panion behind me, I followed the stream. For the most part I had pretty easy work of it, but semetimes I came to a deep place, where I was forced to swim for a considerable distance; again was often precipitated headlong into deep water by the precipitous nature of the rocky bed of the stream. Talk about the darkness of the grave! A grave itself could not have been more impalpably dark than the passage I was following. The occasional rippling of the waters was an inexpressibly dear sound to my ears. Day and night were the same to me. At last, wearied with my efforts, I laid down on a comparatively dry rock to rest, and must have slept for hours. When I awoke again I took to the water, carefully ascertaining which way it ran, so as not to lose my labor by retracing my steps. It seemed to me that the further I went the more difficult progress became. When I had gone perhaps a mile I came to s where the archway narrowed so that I had to crawl on my hands and knees in the water. Here was a dilemma I had not looked for. I tried either bank of the river, but found no passage. I could swim under water for a considerable distance, but the distance before me was unknown, and I halted long before making the dangerous venture. At last I con-cluded that my fate was equally doubtful in returning as in proceeding, and plunged boldly into the current, and soon found that it was so swift in its confined passage, that I only needed to hold my breath to go through. In the course of twenty or thirt got my head above water, and took a long breathing spell. Again the archway above seemed to enlarge and the bed of the stream became more even. I sped along comparatively rapidly, keeping my hands outstretched to prevent my running against the jagged rocks. Wearied out, I again laid down and slept soundly in my wet clothes. On awaking, I pursued my course down the subterranean stream, and at last, in the long distance ahead, saw a glimmer that looked very bright in the darkness I was then put in. Nearing this, I found that it did not increase in brightness; and when I had gone perhaps a mile, I came to another place where my path narrowed to the very tunnel filled by the water. My case was now become more desperate. I could not possibly retrace my steps, so I submitted myself to the current, and was immeasurably over-joyed to find myself rapidly swept into day-light. Exhausted and half drowned, I crept out upon the land, and was not long in recognizing the objects about me. I had come out into the Greenbrier river, as I knew from the familiar look of General Davis' mill on the bank. On reaching home I found that I had been over forty-eight hours in making my perilous journey of six miles underground." The hole where this man went through is nowfenced round. On listening, one can plainly hear the rush of water below, and a stone thrown down will some-times be heard to splash in the stream.

Incidentals.

-The New Orleans Times reports that the preliminary trial trip of the pneumatic car in that city was satisfactory, demonstrating the principle with its draught power and attainable speed.

-Tempted by a love of a bonnet, the price of which was above her limited means, a Louisville young lady last week sacrificed her "beautiful golden hair."

-Charleston, says a Southern writer, comes

out like a ter ue from the main land to taste the salt of the sea, not satisfied with the brackish waters of Ashley and Cooper rivers, that moisten it on either side.

—One of those haughty Southern women who fied to Brazil when the Rebellion was crushed, has written back a heartfelt appeal for aid, saying:-"If the American Government mean to take us home hurry and do so, or it will have the dying curse of starved Americans. For God's sake take the unfortunate, deceived people out of here while they are able to walk."

—A young lady recently applied for and obtained a clerkship in a dry goods store in Concord, N. H., and availed herself quite freely of the privilege of buying at cost price any goods she wanted for her own use. At the end of two she wasted for her own use. At the end of two months she resigned, and very soon after she was married, as was also her sister. It has since transpired that she accepted the position merely that she might buy cheaply the liberal supply of dry goods so mysteriously necessary on such oc-

-The Columbia (8. C.) Phanix says that the The Columbia (S. C.) Phoenix says that the Northern Democracy must not undertake to prescribe to the South their party attitude towards the negro, and on this question at least the Southern Democracy should claim a centrolling influence. It is weary of the negro in politics, and it says that when the Southern Democrat goes before the country with the acceptance of the citizenship and the equality, at the ballothox and before the law, of the colored man, "he must mean what he says. The good faith and ancient honor of the Southern gentleman are involved, and these will be maintained." DITY ORDINANDES.

A N ORDINANCE
To Make an Appropriation to the Police Department for the Year 1876.
Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of eight hundred and fifty-one thousand four hundred and eighty-three dollars and ninety cents (8851,483 90) be and the same is hereby appropriated to defray the expenses of the Department of Police for the year 1870, as follows: Item 1. For salary of Mayor, five thousand (5000)

dollars. Item 2 For salaries of two clerks at fifteen hundred dollars each, three thousand (3000) doltrs.

Item 8. For salary of messenger, nine hun-red and twelve dollars and fifty cents

(\$912.50). Item 4. For salary of Chief of Police, two thousand and fifty (2009) dollars. Item 6, For salary of Chief of Detectives, fifteen hundred (1599) dollars. Item 6, For salary of Fire Marshal, seventeen hundred (1700) dollars.

Item 7. For salaries of seven high constables at twelve hundred dollars each, eight thousand four hundred (8400) dollars.

Item 8. For salaries of eight detectives at twelve hundred dollars each, nine thousand six hundred

(9600) dollars.

Item 9. For salaries of twenty lieutenants at eleven hundred and fifty-five dollars each, twenty-three thousand one hundred (23,100) dollars. Item 10. For salaries of thirty-six sergeants at ten hundred and eighty-two dollars and forty cents each, thirty-eight thousand nine hundred and sixty-six dollars and forty cents

(88,966 40). The salaries of seven hundred and fifty-six policemen at two dollars and fifty cents per day each, six hundred and eighty-nine thousand eight hundred and fifty (889,300)

dollars.

Item 12. For the uniforms of seven hundred and twenty-two policemen at forty dollars each, twenty-eight thousand eight hundred and eighty (28,880) dollars; provided that no part of this amount shall be expended before the first day of May, 1870.

Item 13. For repairs to station houses, rooms, and cells, and for furniture and boats and repairs to the same; also for gas for station houses, twelve thousand (12,000) dollars.

Item 14. For cleansing station-houses, rooms and cells, forty-two hundred (4200) dollars.

Item 16. For conveyance of prisoners by van five thourand (6000) dellars; this work to be given to the lowest bidder upon proposals invited for the same.

Item 16. For meals and medical attendance, eighteen hundred (1900) dollars.

Item 17. Fer bedding, one thousand (1000)

dollars.

Item 18. For badges, rattles, buttons, maces, and belts for officers, five hundred (500) dollars.
Item 19. For stoves and heaters and repairs to same, six hundred (600) dollars.

Item 20. For fuel, three thousand five hundred (3500) dollars; and all coal used shall be obtained om miners and shippers only. Item 21. For incidental expenses, fifteen hundred

(1500) dollars.

Item 22. For stationery and printing, eighteen hundred (1890) dollars.

Item 23. For arrest and conviction of offenders and for foreign telegraph expenses, one thousand (1000) dollars.

Item 24. For expenses in procuring evidence and in the investigation of alleged violations of law, five

hundred (500) dollars.

Item 25. For expenses of the pursuit of criminals who have escaped beyond the limits of the pelice districts of the city, five hundred (500) dollars.

Item 25. For the extrication or exhumation of the remains of any persons of the remains of any persons buried

any persons, or the remains of any persons, buried in ruins of buildings accidentally destroyed, one thousand (1009) dollars. Item 27. For taking up dogs and killing the same, twenty-five hundred (3500) dollars.

Item 28. For ice to station-houses and Central office, four hundred and twenty-five (425)

Item 29. For rent of station-house, Chestnut Hill,

one hundred (160) dollars.

Item 30. For advertising, five hundred (500) dollars.

Item 31. For placing the names of the streets on the public lamps of the city where the names of the streets have been changed, and for repairs to name-plates, one hundred (160) dollars—the same to be expended under the direction of the Police Committee.

And warrants shall be drawn by the Mayor.

LOUIS WAGNER,

President of Common Council Attest-

Attest—
JOHN ECRSTEIN,
Clerk of Common Council.
SAMUEL W. CATTELL,
Prosident of Select Council.
Approved this fourteenth day of February, Anno
Domini one thousand eight hundred and seventy
(A. D. 1870).

DANIEL M. FOX, 2 17 1t

RESOLUTION

Approving the Sureties of Mahlon H. Dickinson, Chief Commissioner of Highways.

Resolved, By the Select and Common Councils of the City of Philadelphia, That Alexander M. Fox and William S. Stokley are hereby approved as the sureties of Mahlon H. Dickinson, Commissioner of Highways; and the City Solioitor is hereby directed to prepare the proper bond, with warrant of attorney, for said parties to execute, and cause a judgment to be entered thereon; and further, to file agreements of record that the lien of the judgment entered in pursuance of said warrant of Attorney shall only operate on and against the respective properties submitted to the Committee on, Finance by the said sureties; that is to say, the lien of the

properties submitted to the Committee on Finance by the said sureties; that is to say, the ilen of the judgment against Alexander M. Fox shall only operate on and against lot of ground whereon is erected premises numbered No. 173 Poplar street, in the Sixteenth ward, and that the lien of the judgment against William S. Stokley shall only operate on and against a lot of ground whereon is erected premises numbered No. 1248 Ridge avenue.

LOUIS WAGNER,

President of Common Council. President of Common Council.

JOHN ECKSTEIN, Clerk of Common Council.

Approved this fourteenth day of February, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX, Mayor of Philadelphia.

A N ORDINANCE
To Make an Appropriation to the Department of Highways for the purpose of increasing the Accommodations for the Committee on that Depart-

Section 1. The Select and Common Councils of the Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of five hundred and fifty dollars be and the same is hereby appropriated to the Department of Highways for the purpose of increasing the accommodations for the Committee on that Department Provided, That it be taken out of item 8 of appropriation to the Department of Highways for 1870.

And warrants for the same shall be drawn in conformity with existing ordinances.

LOUIS WAGNER,

Provident of Common Council.

President of Common Cou

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
SAMUEL W. CATTELL,
President of Select Council.
Approved this fourteensh day of February,
Alno Domini one thousand eight hundred and
seventy (A. D. 1870).

DANIEL M. POX.

DANIEL M. POX. Mayor of Philadelphia.

R. To Enter Satisfaction on the Official Bond of Mahlon H. Dickinson, Chief Commissioner of High-

Manion H. Dickinson, Onto Common Councils of the City of Philadelphia, That the City Solicitor be and he is hereby instructed to enter satisfaction of record upon the official bond of Mahion H. Dickinson, Chief Commissioner of Highways (D. C., D. S. B., March Term, 1868, No. 3). Provided, That the City Solicitor shall certify that his accounts are settled and that there is no default.

LOUIS WAGNER,

President of Common Council.

Attest-

JOHN ECKSTEIN. Clerk of Common Council,
SAMUEL W. CATTELL,
President of Select Council.
Approved this fourteenth day of February, Anno
Domini one thousand eight hundred and seventy

DANIEL M. FOX, Mayor of Philadelphia. 9 17 1t

NEW PUBLICATIONS. PHILOSOPHY OF MARRIAGE.

A New Course of Lectures, as delivered at the New York Massum of Anatomy, experiency the subjects:
How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Fistulence and Nervous Discusses Accounted For; Marriage Philosophically Considered, etc. stc. Pecket volumes containing these Lectures will be for warded, post paid, on receipt of 25 cents, by addressing W. A. LEABY, JR. S. B. porner of FIFTH and WALKUT Streets, Flainteights. RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Radicoad
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

street cars, the last oar connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainnt streets cars run within one square of the Depet.

Sieeping-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 the call the streets. for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE SPOT, VIZ :-

Mail Train. 8-90 A
Paoli Accommodata. 10-30 A. M., 1-10 and 6-50 P.
Fast Line and Eric Express. 11-50 A
Harrisburg Accommodation. 9-30 P
Lancaster Accommodation. 4-10 P
5-30 P

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118 Market street.

TRAINS ARRIVE AT DEPOT, VIZ. :

 Brie Express
 19*55 P

 Southern Express
 7*00 P

 Lock Haven and Elmira Express
 7*00 P

Lock Haven and Emira Express. 400 P.
Pacific Express. 420 P.
Harrisburg Accommodation. 9 to P.
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 Deport Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Buggage, except for Wearing Apparet, 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,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI.
MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:— Way Mail Train at 8-30 A. M. (Sundays excepted

Way Mail Train at 8-30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations.

Express Train at 13 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 4-50 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.

Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11-25 P. M. (dally), for Baltmore 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 to M. train.

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,
Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Religions.

Hailroad.

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 BALTI ORE.

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 POBT 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.

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, 111 President and General Superinter

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CHARLESTON, SAVANNAH, and all principal points
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RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-A from Philadelphia to the interior of Pennsylvania, the Schuylkill, 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 Callowald streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 7:30 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 EXPHESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinessove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Bud'alo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 7-30 A. M. train connects at READING what East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, Yerk, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2:30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2:10 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 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 1020 A. M.
Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 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 2 95 P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 6 45 P. M. delphia at 6.45 P. M.

Harrisburg Accommodation feaves Reading at 7.15 A. M. and Harrisburg at 1.10 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, neon, 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 dally, Sundays excepted. Sunday trains leave Pottsville at 5 A. M., and

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 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 130 A. M., 1230 and 400 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1245 and 515 P. M.
PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perklomen Valley

connect with trains at Collegeville and Schwenksville 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.

A. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

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, Baitlmore, etc. more, etc.
Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitisburg at 5-35 A. M., and 12-20 noon, passing Reading at 7-23 A. M., and 2-05 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 2-05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHROAD.

Trains leave Pottsville at 6-20 and 11-20 A. M. and

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:25 A. M., and 1:40 and 4:50 P. M.,
SCHUYLKILL AND SUSQUEHANNA RAILROAD. SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at \$55 A. M. for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:06 P. M.

TICKETS.
Through first class tickets and emigrant tickets to the principal points in the North and West and adds.

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

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

MILEAGE TICKETS.—Good for 2000 miles, between 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 will be furnished with cards entitling themselves and wives to tickets at haif fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and or the principal stations only at 21th P.

for the principal stations only at 2-15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4-25 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

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

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

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1100 A. M.,
230 P. M., 415 P. M., 440 P. M., 615 and 1130 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1045 A.
M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 800 A. M. will stop
at B. C. Junction, Lenni, 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. C. Junction will take train leaving
Philadelphia at 440 P. M., and will change cars at
B. C. Junction.

B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 2 00 P. M.

Leave West Chester for Philadelphia at 7:55 A. M.
and 4:00 P. M. WILLIAM C. WHERLER,

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 18, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad "Depot, West Philadelphia.— westward.
MAIL TRAIN leaves Philadelphia... 9-55 P. M.
"Williamsport... 7-40 A. M.
"arrives at Erie... 8-20 P. M.
ERIE EXPRESS leaves Philadelphia... 11-40 A. M.
"Williamsport... 9-00 P. M.
"arrives at Erie... 10-00 A. M.
ELMIRA MAIL leaves Philadelphia... 7-50 A. M.
"Williamsport... 6-00 P. M.
Arrives at Lock Haven... 7-20 P. M.
RASTWARD.

MAIL TRAIN leaves Eric. 8-40A.
"Williamsport. 9-25 P.
arrives at Philadelphia. 6-20 A. arrives at Philadelphia... 6-20 A. M.

ERIE EXPRESS leaves Erie... 4-00 P. M.

"Williamsport.... 5-50 A. M.

arrives at Philadelphia... 12-45 P. M.

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

"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 Oh Creek and Ailegheny 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.

FROM WAINUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. . \$2.25

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

At 8 P. M., for Amboy and intermediate stations.

At 6:86 and 6 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3:20, and 4:30 P. M., for Trenton. Trenton.
A. 6-30, 8, and 10 A. M., 12 M., 2, 3-30, 4-30, 6, 7, and 11-30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
Al 6-30 and 10 A. M., 12 M., 3-30, 4-30, 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, Corpore sides.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 1e:35 A. M. and 6 P. M. for Bristol.
At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytom. ullytown. At 730 and 1045 A. M., and 230, 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, Holmesburg, 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, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 3:25. 3 25. 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 19 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 fally. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. At 730 A. M. for Niagara Falls, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Hochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

Scranton, Stroughourg, Raston, tain, 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 5
P. M., from Kensington Depot, for Lambertville and
leavemediate stations.

ntermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS. ROADS.

FROM MARRET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-20, 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
Medical At 7 and 10 A. M., 1, 8:30, and 5 P. M., for smithville, Ewansville, Vircentown, Birmingham, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 330 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, 1869,
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 3 3, 3 3, 4 405, 4 25, 5, 5 3, 6, 6 3, 7, 8, 9-20, 10, 11, 12
P. M. P. M. Leave Germantown at 6, 655, 7%, 8, 820, 9, 10, 1050, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train and SM and 5M up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 915 A. M., 2, 405, 7, and 10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 F. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40,

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.

ON SUNDAYS.

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., 1%, 3, 4, 4%, 5%, 6%, 8:05, 10:05, and 11\text{N. P. M.}

Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's Potts' Landing, Domino, or Schur's lane. at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.

Leave Philadelphia at 9 A. M., 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 05 A. M., 1%, 5%, 6%, 805, 10 05, and 11% P. M.

Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and 11% A. M., 2, 3%, 5, 6%, 8 30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

W. S. WILSON, General Superintendent, 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, NIAGAR FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 93, 1959

Takes effect November 22, 1969.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At \$500 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL WAY for Buffalo, Niagara 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, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.

At 500 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 415 P. M.

For Fort Washington at 730 and 1045 A. M., and 1130 P. M. 11 '30 P. M.

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

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2 15, 4 40, and 8 25 P.M. From Doylestown at 8 25 A. M., 4 30 and 7 06 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9 25, 10 35 A. M., and

From Fort Washington at 235, 645, and 940 P. M.
From Abington at 235, 645, and 940 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 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
Omce, No. 105 S. FIFTH Street.
11 1 BLLIS CLARK, Agent

W EST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper

Perry), at 8-16. A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

3-16 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3-26 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5-20 P. M., Woodbury, Glassboro, and Clayton accommodation. commodation.

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 226 South DELAWARE

Avenue.

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.
Re. DE RORTH WHALVES
No. 27 NORTH WATER STREET.
PHILADRIPHIA.
ALEXANDER G CATTELL
PHILADRIPHIA.

AUOTION SALES. BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co.

IARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.,
On Monday Morning,
February 21, at 10 o'clock, on four months' credit.
Also,
An attractive sale of millinery goods,
800 CARTONS BONNET RIBBONS.
Also, gros de Naples, astins, Malines, crepes, etc. [348 th

SALE OF 2000 CASES BOOTS, SHOES, HATS, RTG. Feb. 22, at 10 o'clock, on four monthe' credit. 215 M LARGE SALE OF BRITISH FRENCH. GERMAN, AND DOMESTIC BRY GOODS. Feb. 24, at 10 p'clock, on four months' credit. 2 18 54.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1145
OHESNUT Street, rear entrance No. 1107 Senson street, TOOLS, MACHINE, LUMBER, ETC., OF A CAR-PENTER SHOP.

On Saturday Morning,
At 10 o'clock, at the carpenter shop of John B. Betts,
No. 1608 Cuthbert street, will be sold, I superior morticing
machine; horse-power and circular saw; bench vices;
planes; tools, etc.

Also, a lot of lumber and mouldings.

2172t

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS, B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

No. 1117 CHESNUT Street, (Girard Row).

SPECIAL TRADE SALE OF BARTRAM & TAUTON FAMILY SEWING MACHINES.

On Menday Morning.

Feb. 21, at 10% o'clock, by order of William T. Hopkins, No. 1115 Chernut street, general agent for Fennaylvania, New Jersey, and Southern States, for these superior machines, which only need to become known to make them the most popular family sewing machines in the market. They are just from the manufactory; every way complete, and sold with the agent squarantee. Machines now on exhibition at the office of the agency, where parties are invited to call and examine them, and receive instructions in working them befored and after the gale. Can also be seen at the Auction Rooms two days before sale.

We have received instructions from Mr. J. Lutz. No. 121 S. Eleventh street, to offer his entire stock of furniture at public sale, on Thursday and Friday, February 24 and 25, or account of retiring from business and departure for Europe. Particulars hereafter. 218 MARTIN BROTHERS, AUCTIONRERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rest entrance from Minor.

Special Peremptory Sale at Auction Rooms.

RLEGANT FURNITURE, RIOH PLUNH AND BROUATRILE PARLOR SUIT. Handsome Oiled Wainut
Ohamber Suits, 2 Splendid Rosowood Saven-Octave
Plano Fortes, French Plate Mirrors, Desks and Office
Furniture, Carpets, Etc.
On Saturday Morning,
Feb. 19, at 10% o'clock, at the auction rooms, No. 329
Chemut street, very superior Wainut Hemsehold Furniture, comprising Handsome carved walnut and crimson
plush parlor suit; splendid rosewood and brocatelle parlor
suit; carved walnut and crimson plush parlor suit; delegant chamber suits, oil finish; splendid rosewood plano
forte, 7-octave, overstrung base; 2 French plate mirrors;
walnut desks and office furniture; fine Brussels and other
carpets; chima and glassware; handsome sidoboards; extension dining tables; dining room chairs; looking glasses;
pictures; library table, etc.
Also, very fine tone 7%-octave piano forte, square grand,
in elegant case, cost \$750.
The furniture is now ready for examination.

It

LIPPINCOTT, SON & CO., AUCTIONEERS,

LARGE SPECIAL SALE OF
WHITE GOODS,
LINFNS, L. C. HDRFS, EMBROIDERIES, ET 3.
By order of well-known Importing House.
On Wednesday Morning,
Feb. 23, at 10 o'clock. T. A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furni ture at dwellings.

Public sales of Furniture at the Auction Rooms, No.
1219 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
II 13
N. H.—A superior class of Furniture at private sale.

C. D. McCLEES & CO., AUCTIONEERS LARGE AND ATTRACTIVE SALE OF BOOTS, SHORS, BROGANS, ETC.
On Monday morning, February 21,
At 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we call the atten-

and children's city-made goods, to which we can the stand tion of the trane.

N. B.—Sale every Monday and Thursday.

2 17 3t BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, [II 34]
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. M. THOMAS & SONS, NOS. 189 AND 161

WATCHES, JEWELRY, ETO.

LEWIS LADOMUS & CO DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Ladies' and Gents' Watches AMERICAN AND IMPORTED,

Of the most celebrated makers. FINE VEST CHAINS AND LEONTINES In 14 and 18 karat.

DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 15 karat and coin. Solid Silver-Ware for Bridal Presents, Table Outlery, Plated Ware, etc. 11 5 fmwt h ESTABLISHED 1828.

WATCHES, JEWELRY.

CLOCKS, SILVERWARE, and FANCY GOODS. G. W. RUSSELL.

NO. 25 N. SIXTH STREET, PHILADELPHIA HOWARD WATCHES.

THE FINE AMERICAN WATCH AT THE VERY LOWEST PRICES BY ALEXANDER R. HARPER,

Successor to John M. Harper, Agent for the Howard No. 308 CHESNUT STREET. BECOND STORY.

RICH JEWELRY JOHN BRENNAN

DIAMOND DRALER AND JEWELLER, NO. 13 SOUTH EIGHTH STREET. 6 2 mwi 9mrp PHILADELPHIA.

WILLIAM B. WARNE & CO
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and OHESNUT Street
3 26) Second floor, and late of No. 25 S. THIRD St.

w 0 WIRE GALVANIZED and Painted WIRE GUARDS. store fronts and windows, for factory and warehous windows, for churches and cellar windows.

IRON and WIRE RAILINGS, for balconies, offices emetery and garden fences. Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness

and work guaranteed. ROBERT WOOD & CO. No. 1136 KIDGE Avenue Phila COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturors Drior Felius, from thirty to seventy its indeas, with Paulins, Belting, Sail Twine, etc.

103 CHURCH Street (City Stores.

SAMUEL SMITH & CO., No. 4 S. SEVENTH.
Serest, STRAM AND GAS FITTERS AND
PLUMBERS, Tube, Fittings, and Brasswork constantly All work promptly attended to. Univanized Tabe for Cemeters Lote furnished.