## A MONOMANIAC.

A Barber's Experience with a Madman-The The Cincinnati Commercial relates the following thrilling experience of a barber with a

monomaniac:-Sitting near the door and front windows of a fashionable barber shop recently, in a big arm chair, with a large mirror in front of him and another at his back, and a clever barber standing at his side, scraping lather and beard from his face with a razor that gave no unpleasant token of its presence, the man started forward so suddenly that the barber, to save himself, could not avoid cutting him an ugly gash on the chin.

"Now, see what you have done!" stammered and expostulated the barber, as he applied a wet towel to the wound, and then a piece of sticking-plaster.

But the man had nothing to say about the cut. He was embarrassed. He had started forward to look eagerly into the mirror in front of him. Then he had turned to look at the street; then he had twisted his head around to gaze into the glass behind him; and at last he had sank back in his chair, and exclaimed with an expression of weariness and disappointment:-

"She's fooled me again. The barber's eyes had followed those of his customer-into the mirror in front, where was reflected over the changing panorama of Fourth street, and reflected the reflection from the mirror behind-into the mirror behind which performed exactly the same office, as the mirror in front-and finally into the street, where were enacted in reality the scene of life thus truthfully mirrored. It was the same old scene that met the tonsorial artist's eyes-of wealth and poverty, happiness and misery, purple and fine linen and rags, beauty and ugliness. There were carts, wagons, buggies, and carriages, gaily dressed ladies and beggar girls, hard-fisted, soot-begrimed coal heavers, dandy clerks and flashy gamblers, and two or three elegantly dressed

He saw nothing remarkable in the scene; so he went on with his work, meanwhile curiously studying the face he manipulated. It was that of a man of middle age, but prematurely wrinkled. The eyes were cold gray, and had a cast that gave them a slightly, and only slightly, crossed expression; and there was a wildness about them, a piercing wildness, that the barber had not noticed before. The man was well dressed in the height of fashion really. From his appearance and remarks he had dropped, he was evidently a stranger from the East. Nothing further of interest transpired with the stranger on this occasion. He paid for his shave and walked off. The next morning, however, he made his appearance at the same shop, at about the same hour. His barber of the day before happened to be engaged when he came in, so he seated himself and waited for him, although "next" was called by two barbers at some distance from the window. Finally he seated himself for a shave in his seat of the day before, and immediately fixed his eyes intently on the mirror in front of him. His barber now noticed that he was much agitated and ner-

arm, with a painfully pinching grip, and, with eyes glaring at something in the mirror, said, in a hissing whisper, "Do you see her : Look there! Don't you see her now?" "Who?" said the startled barber, as he looked into the glass and, saw only a newsboy, a horse and buggy, and a policeman on

yous, and so was on his guard against a repe-

tition of the accident of the day previous.

It was lucky for the strange customer that he

was so considerate, for hardly had he com-

man jumped forward, caught him by the

"Why that woman in black velvet, with that scar on her forehead. Don't you see? There-she's gone!'

And the man fell back in his seat, pale and trembling, with cold sweat starting from his forehead, and an expression of fright and exhaustion that was painful to look upon. The barber could have sworn, with perfect security from the pains and penalties of perjury, that no woman in black velvet, with a scar on her forehead, had passed on the street or been mirrowed in that glass; but fearing to fur-ther agitate the man, he simply said, "Oh, yes," and very carefully finished shaving his customer. In the meanwhile he made up his mind that he was shaving either a madman or an unfortunate victim of delirium tremens. and that he would do it no more.

But he was spared the trouble, for he never saw the man again. And it is likely he never would have known the history of the case had he not mentioned the occurrence, last Saturday, to a customer who had seen fit to philosophise upon the life scenes, disconnected, flitting; passing like a dream, and gone forever, that the mirrors of the shop portrayed.

This gentleman, from New York, started in surprise when he heard the stranger mentioned, and wondered that he had been West; and, said he:-"Why, that's my poor old friend Harry. He's out of his head half the time because a girl that he once loved killed herself. She shot a ball through her forehead into her brain. She was standing in front of a mirror, and I believe she had on a black velvet party dress at the time. Harry came in and saw her face in the mirror just as she shot herself. Poor fellow! he thinks he sees her whenever he looks into a mirror-sensible enough at other times, too-married now and settled down. They don't have many lookingglasses in their house, though-his wife generally combs his hair for him.

## Leeping a Secret. In Three Volumes.

VOL. I. "And he will never know, Madam," said the housekeeper, closing the casket with a clasp and a sigh.

Not until I am dead, Ursula," replied LADY ALICE, wearily; "and then"-"It will not be of much use to him," quoth URSULA, placing the treasure upon a dressingtable, and spreading a clean handkerchief

Vor. II.

It was considerably past four in the morning when Sir Marmaduke began to thunder at the postern.

The whole castle was in a state of commotion. LADY ALICE, who had not slept a wink all night, glided along the corridor in a pleasing but reproachful deshabille, and opened the great gate. / 'Hio!" exclaimed Sin Marmadukk, in un-

conscious Latin, as he measured his length on the floor.

"Jacet!" shricked Lady Alice, completing the half-uttered sentence, and giving herself credit for an epigram in the language of the Romans.

Vol. III.

SIE MARMADURE'S lady lay dying. The exsitement and exposure of that fatal morning had culminated in bronchitis and hysterics. "If we had only told him all about it, my lady," said the housekeeper, shedding tears as though her future depended upon them, and pointing to the hidden casket.

But it was too late. LADY ALICE heaved har last sigh at a quarter past eleven o'clock, and SIR MARMADUKE mairied again within a twelvemonth.

And the casket? The casket contained a golden latch-key, beautifully fabricated, which fitted the postern gate of the castle to a T.

Incidentals.

-People in Ohio have again stopped talking about erecting a monument over the remains of

President Harrison. -The Rochester Union on Saturday published a communication, which at the outset pro-pounded this conundrum:—"What imagination can recover the picture of Adam and Eve as they find their man child son—the first dead of the human race—alone, upon the ground welter-ing in his own blood, DEAD!"

—A Vermont paper asserts that a little daughter of John Keenan, of Bennington, was recently carried down under the ice for about five rods, went over a seven foot dam, and passed through an underground raceway for a distance of \$1teen rods to another dam, and was then rescued

alive, but in a very exhaused condition.

—A Boston young man, a Catholic, intended to be married last Tuesday evening, but at the last moment "recollected that he had forgotten" to procure a license. He dashed out of the house in pursuit of the prized bond paper, but it was too late. The office was closed. Lent began the next day, and for forty days he must pine, as no marriage can be celebrated in his Church during Lent.

-Golladay has advertised quite extensively in the Third district of Kentucky that he is a can-didate for re-election to the Forty-first Congress, but the Louisville Courier-Journal tells him that he will find, upon his return to Kentucky, that the people will demand something more than an explanation of the equivocal position in which he has involved himself, and that they will certainly not accept any partisan appeals whatever in excuse for a transaction which is

exclusively personal. Ex-Governor Seymour, in the lecture in which he gave fome of his recollections of public men, at Whitestown, N. Y., on Wednesday evening, said that no man who ever lived in this country could lose his temper so judiciously as General Jackson. He spoke of Calhoun as a man of wonderful dignity of manner and of mighty logic; of Clay as chivalrous, having something of the knight errant in him, a fearless debater, and a truly patriotic man; and of Webster, in some respects the greatest of these three, and in other respects the weakest. In his judgment, he said Webster would have figured better as literary man. He should have been a student, a historian, or a poet. He had a passion for poetry, and wrote verses exceedingly well. He would have ranked with Burke; he would have eclipsed Macaulay.

COAL.

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engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinda,
Iron and Brase Castings of all descriptions. Roll Turning
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ERRICK & BON 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, 1868.

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All work promptly attended to.
Galvanized Tube for Cometery Lots furnished.

RAILROAD LINES.

Rading Railroad,—Great Trunk Line from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northweet, and the WINTER ARRANGEMENT

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. Heturaing, leaves Reading at 6-35 P. M.; arrives in Philadelphia at 9-25 P.M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegwoye, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carliale, Chambersburg,
Hagerstown, etc.

Hagerstown, etc.
The 7-30 A. M. train connects at RRADING with The 7:30 A. M. train connects at RRADING with East Pennsylvania Raliroad 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 Raliroad trains for PORT CLINTON with Catawissa Raliroad trains for RISBURG with Northern Central, Cumberland Valley, and Schnylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

RISBURG WITH NOTHERD Central, Cumberiand Valley, and Schnylkill and Snaquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, 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 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 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 \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. P. M., and Pottsville at 246 P. M., arriving at Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 925 P. M.

Market train, with a passenger car attached, seaves Philadelphia at 1230, 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.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 315 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

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

PERKIOMEN RAILROAD,
Passengers for Schwenksville take 7:30 A. M., 12:30
and 4:00 P.M. trains from Philadelphia, returning from
Schwenksville at 5:05 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.
COLEBROOKDALE RAILROAD.
Passengers for Mt. Pleasant and intermediate points

COLEBROOKDALE RAHLROAD.

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, Baltimore, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves harmsburg on arrival of Pennsylvania Express from Pittsburg 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 Pitts-

these trains through between Jersey City and Pitts-burg without ohange.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

and 1-30 and 4-50 P. M.

SCHUYLKILI. AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg, and at 12-10 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 5-55 P. M.

TICKETS.

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

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

reduced rates.

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

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

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-duced rates. CLERGYMEN residing on the line of the road

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from PhRadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willew streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2°15 P. M. for the principal stations only at 2·15 P. 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, Pottsville, Port Clinton, and recitate beyond.

points beyond.

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

PHILADELPHIA AND BRIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. Is, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.
MAIL TRAIN leaves Philadelphia.

"Williamsport 740 A. M.
"arrives at Eric... 8-20 P. M.
ERIE EXPRESS leaves Philadelphia... 1140 A. M.
"Williamsport 9-00 P. M.
"arrives at Eric... 1000 A. M. 

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11.06 A. M.,
230 P. M., 415 P. M., 440 P. M., 615 and 11.30 P. M.
Leave West Chester from Depot, on East Market
street, at 6.25 A. M., 800 A. M., 7.45 A. M., 10.45 A.
M., 155 P. M., 450 P. M., and 6.56 P. M.
Train leaving West Chester at 6.00 A. M. Will stop
at B. C. Junction, Lenni, Gien Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media,
Glen Riddle, Lenni, sand B. C. Junction. Passengers 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 leaving
Philadelphia at 440 P. M., and will change cars at
B. C. Junction.

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

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:50 A. M. and 2 to P. M.

Leave West Chester for Philadelphia at 7 to A. M.
and 4 to P. M.

STILLIAM C. WHEBLER, WILLIAM C. WHEBLER,

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.

PROM WALKUT STREET WHARF.

At 800 A. M., via Camden and Amboy Accom... \$9.26

At 8 A. M., via Camden and Amboy Express.... \$00

At 2 P. M., via Camden and Amboy Express.... \$00

At 2 P. M., for Amboy and intermediate stations.

At 8 B A. M. and 9 P. M., for Freehold.

At 8 A. M. and 9 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.

Trenton.
At 630, S, and 10 A. M., 13 M., 2, 330, 630, 8, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 630 and 10 A. M., 13 M., 230, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Forry, (upper side).

(apper side).

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

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

At 730 and 10 45 A. M., 230, 4, 6, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 330 P. M. for Holmesburg and intermediate stations,

FROM WEST PHILADRIPHIA DEPOT. Via Connecting Hallway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 19 P. M.

ew 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 19 P. M., At 7, 9:00, and 11 A. M., 4, 6:45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9:30 A. M., 6:45 and 13 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILHOAD LINES.

At 7:30 A. M. for Niagara Falls, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarro, Scranton, Strondsburg, Water Gap, Schooley's Moun-tain, etc. Scrunton, Strondsburg, Water Gap, School, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and intermediate stations, CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-BOADS.

RGADS.
FROM MARKET STREET FRRRY (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
Mediord. Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithvine, Ewant Med. And Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 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. 92, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 3½, 3½, 4-05, 4-25, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12
P. M.

Leave Germantown at 6, 6.55, 7%, 8, 8.20, 9, 10, 10.50, 12 A. M., 1, 2, 3, 3.50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, If P. M.
The 8-20 down train and 8% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 X
P. M.

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

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 3, 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, 3%, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11-55 A. M., 1%, 3, 4, 4%, 5%, 6%, 8-50, 10-05, and 11% P. M.

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

The 7% A. M. train from Norristown will not stop 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 7 A. M., 2%, 4, and 7% P. M.

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

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, 3, 4, 4½, 5½, 6½, 8 05, 10 08, and 11½ P. M. Leave Manayunk at 610, 655, 7½, 810, 920, and 11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M. PLYMOUTH RAILKOAD.

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 LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-60 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1-45 F. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton. At 5 00 P. M. for Bethlehem, Easton, Allentown, For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 7.50 and 10.45 A. M., and 1.50 P. M.

11.30 P. M.
For Abington at 1.15, 5.20, and 8. P. M.
For Lansdale at 6.20 P. M.
Firth and Sixth Streets, Second and Third Streets,
and Union City Passenger Railways run to the new Depot TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2·15, 4·40, and 8·25 P.M. From Doylestown at 8·35 A. M., 4·30 and 7·05 P. M. From Lansdale at 7·30 A. M. m Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2-25, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-20 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper erry), at 15 A. M., Mail, for Bridgeton, Salem, Millville, Vinciand, Swedesboro, and all intermediate stations. 3 15 P. M., Mail, for Cape May, Miliville, Vineland, Stis P. M., Mail, for Cape May, Milivilie, Vineland, and way stations below Glassboro, 3:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5:30 P. M., Woodbury, Glassboro, and Clayton accommodation.

Freight train for all stations leaves Camden daily, at 13 O'clock, noon. Freight received in Philadelphia at second covered whas below Wainut street.

Freight delivery at No. 225 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

Commutation tickets at reduced rates between hiladelphia and all stations.

BATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintenden September 16, 1889. A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTE, EC. M. SORTH WHAEVEN AND NO. W. SORTH WATER STREET, PHILADELPHIA. 2 MM. ALEXANDER G. CASTELL. 2 MM. RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969.
The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-First and Market Streets, which is reached directly by the Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depet.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 118 Market street, will receive attention.

TRAINS LEAVE EPOT, VIE.:—

TRAINS LEAVE SPOT, VIE :-Mail Train. 8:00 A. M.
Paoil Accommodat's..10:30 A. M., 1:10 and 6:50 P. M.
Fast Line and Eric Express. 11:50 A. M.
Harrisburg Accommodation. 2:30 P. M.
Lancaster Accommodation. 4:10 P. M.

Parkesburg Train. 4-10 P. M.
Cincinnati Express. 5-90 P. M.
Erie Mail and Pittsburg Express. 5-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-11 A. M.
Pacific Express. 12-11 A. M.
Pacific Express. 12-11 A. M.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Sunday. 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. 11s Market street.

 
 Market street.
 Trains arrive at Derot, viz.;

 Cincinnate Express.
 3:10 A. M.

 Philadeiphia Express.
 6:30 A. M.

 Brie Mail.
 6:30 A. M.

 Paoll Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.
 9:10 A. M.

 Parkesburg Train
 9:40 A. M.

 Fast Line.
 9:40 A. M.

 Lancaster Train,
 19:35 P. M.

 Erie Express
 19:35 P. M.

 Brie Express
 1255 P

 Southern Express
 7 00 P

 Lock Haven and Elmira Express
 7 00 P
 FRANCIS FUNK, Ticket Agent,
No. 16 MARKE, Street,
FOR MARKET STREET,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent,
Ticket Agent,
No. 116 MARKET Street,
Ticket Agent,
Agent,
Ticket Agent,
T

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.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington 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 Wilmington for Cristicial and intermediate stations.

Express Train at 12 M. (Sundays excepted), for 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, Magnolis, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Parryman's, and Magnolias.

Phasengers for Fortress Monroe and Norfolk will and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 1900 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. 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 Railroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P.
M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Abordeen, 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, Nevember 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 9 25 P. M. train will leave at 4 30 P. M.

Passengers are allowed to take wearing apparel Passengers are allowed to take wearing approach 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,

President and General Superintendent.

President and General Super GREAT SOUTHERN MAIL NEW ORLKANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MORLE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

721 CHESBUT Street, Maaquic Hall, G. RENTON THOMPSON Gen. Agent for Philadelph GOODS FOR THE LADIES. GRAND OPENING OF

SPRING FASHIONS

Imported Paper Patterns, TUESDAY, MARCH 1, 1970.

The old established and only reliable Paper Patters Dress and Cloak Making Emporium.

Dresses made to fit with case and elegance in 24 hours MRS. M. A. BINDER'S recent visit to Paris enables

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superior to anything in this country. New in design. Moderate in price A perfect system of Dress Cutting taught. Cutting, Basting, Pinking. Fashion Books and Goffering Machines for sale. Sets of Patterns for Merchants and Dress Makers nou ready, at

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No. 9 NORTH EIGHTH STREET, GENTS' WHITE WOOL SHIRTS, GENTS' WHITE WOOL DRAWERS, GENTS' SCARLET WOOL SHIRTS, GENTS' SCARLET WOOL DRAWERS, GENTS' MERINO SHIRTS AND DRAWERS. LADIES' MERINO VESTS, LADIES' MERINO BRAWERS, LADIES' CASHMERE VESTS, CHILDREN'S MERINO UNDERWEAR, GENTS' COTTON SHIRTS AND DRAWERS, LADIES' COTTON VESTS AND DRAWERS. Also, a very large assortment of

COTTON WOOL, AND MERINO HOSIERY.

AUD TION SALES. BUNTING, DURBOROW & CO., AUCTION-ERRS, Nos. 202 and 234 MARKET Street, corner at Bank street. Successors to John B. Myors & Oo.

LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL CLOTHS, ETC.

On Friday Morning,
March II, at II c'clock, on four months' credit, about 29
places ingrain, Venetian, list, hemp, cottage, and rage
carpetings, oil cloths, rugs, mathings, etc.

35 26

LARGE SALE OF FRENCH AND OTHER MY.
ROPEAN DRY GOODS,
On Monday Morning,
March 14, at 19 o'clock, on four months' credit. 25 54 SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC., March 15, at 10 o'clock, on four mouths' credit. 3956

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHPENUT Street, (Girard Rown.)

Furniture sales every Tuesday and Friday morning at 10 o'clock.
Particular attention paid to Out-door Sales at mode-rate rates.

GREAT ART SALE.

On the evenings of
Thursday and Friday,
March 10 and 11,
will be offered for public sale the entire importation of
OIL PAINTINGS,
of Mesers, Bailey & Co., which will be sold without the
least reserve, together with those of Mr. Charles F.
Haseltine, which must also be sold, owing to his leaving
at an early day for Europe on account of business coen
nected with his house. The Paintings are now on exhibition, day and evening, at the Haseltine Galleries, No. 1125
Cheenut street. In the catalogues are the following great
names:—

A. Achenbach,

A. BARLOW WILL MAKE HIS THIRD SALE OF VERY SUPERIOR HOUSEHOLD FURNITURE.

On Friday Morning.

March II, at 10 o'clock, at the auction rooms, No. IIIV Chesnut street, without reserve, by catalogue, an excellent assortment of very superior household furniture, comprising walnut parlor suits, covered with brecatelle, plusb, rep, and haircloth; walnut chamber suite, cottage chamber suits, wardrobes, bookcases, sideboards, centre and bouquet tables, extension tables, etageres, lon ugos, walnut and oak chairs, hair mattresses, fine French plate mirrors, etc. maintrane can characteristic and the sale are a number of pieces of elegant furniture manufactured by G. Vollmer.

Also, a fine 144-pipe organ; cost 8800. 393t

Also, a fine 144-pipe organ: cost \$500.

A SPECIAL TRADE SALE OF BARTRAM & FANTON'S FAMILY SEWING MACHINES AT B. SCOTT, Jr. A UCTION SALES ROOMS, No. 1117 OHESNUT STREET (Girard Row).

March 14. at 10 A. M., by order W. T. Hopkins, No. 1115 Chesnut street, General Agent for Pounsylvania and New Jersey for these superior machines, which only need to become known to make them the most popular of any others in the market. They are direct from the manufactory, thoroughly complete, and sold without reserve, with the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's guarantee. They are now on exhibition at the agent's galary in the property of the whole of the sale.

Can be seen at the Auction Rooms two days before sale.

We shall hold a large sale of Paintings on the 17th and 18th of March. Those wishing to contribute to this sale will please tend in their paintings immediately.

3844

B. SCOTT, Jn., Auctioneer.

A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furns

ture at dwellings.
Public sales of Furniture at the Auction Rooms, No.
1219 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
N. B.—A superior class of Furniture at private sale. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sansom street,

Sale at No. 1110 Chesnut street.

SUPERIOR NEW AND SECOND-HAND HOUSE-HOLD FURNITURE; Elegant Parlor and Chamber Suits; Arminster, Brussels, and Ingrain Carpeta; French Plate Mirrors; Piano Fortes; Oottage Chamber Suits; Silver Plated Ware; Table Onliery: Beds and Mattroses; Toilet Sets; Paintings; Engravings; Sewing Machines, Rtc.

On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of superior new and second-hand furniture, etc.

392t

BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, III 246
No. 250 MARKET Street, corner of Bank street.
Coash advanced on consignments without extra charge.

M. THOMAS & SONS, NOS. 189 AND 141 MARTIN BROTHERS, AUCTIONEERS,—
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L PPINCOTT, SON & CO., AUCTIONEERS,

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235

DI EING AND SCOURING. JOSEPH MOTTET,

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On any kind of Wesring Apparel, for Ladies, Gents, and
Ohildren. Fatent apparatus for Stretching Pants from
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