THE APRIL MAGAZINES.

OTHEGALAXY."

The April number of the Gulazy has the following table of contents: -

"Put Yourself in His Place," by Charles Reade. Chapters XXXVIII and XXXIX. (With an illustration,) "Mr. Raymond and Journalism," by L. J. Jennings, "Letters from Havana. Laure d'Hauterive to Augela Gaynor." HI. By E. de M. "Exile," by H. H. "Ten Years in Rome. The Propaganda." "An Editor's Tales, No. IV. The Spotted Dog. Part I, The Attempt," by Anthony Trollope. "Eugenie, Empress of the French," by Justin McCarthy. "Pine Plank," by James T. Mc-Kay, "The Case of Hamlet the Younger," by Richard Grant White. "The Future of New York." "The Galaxy Miscellany." "Drift Wood," by Philip Quilibet. "Literature and Art." "Nebulæ," by the editor.

From the paper entitled "Ten Years in Rome" we quote the following particulars about the College of the Propagauda:-

Surprise is sometimes expressed at the lack of culture in Romish missionaries. This is by no means strange. A boy who has never wandered beyond the enchanted circle of the Hartz, being useless for anything else, but having a talent for saying his beads, is sup-posed to have a vocation to the priesthood. His friends interest the cure and the bishop, and a subscription is got up, enough to send him in the cheapest way to Rome. He has his open letter of commendation written in Latin, which secures him guidance on his way. He is addressed like a consignment of goods "To Cardinal Barnabo." I remember once seeing four such specimens. They wore sabots stuffed with straw, coarse homespun, and carried a general appearance of grease and lager. It would have puzzled Gall to detect the bump of piety in them; but these were the raw material of missionaries whose pattern is Francis Xavier. They are not learned, except in sufficient Latin to sav mass intelligibly and pass ordination. Their idea of conversion is to baptize: their display of the glory of the gospel is by rosaries, pic-tures, and crucifixes. "We like this," said a Buddhist to one such, "for all the barbarians are becoming Buddhists." Any means are at the missionary's discretion, if the gross total of his converts increases. As to their sincerity or conviction, that is quite another thing. Equipped with two suits of clothes, a breviary, vestments for mass, a chalice and paten and crucifix, a consecrated slab for an altar, and a warm cloak, the newly-ordained priest is sent wherever the Prefect determines. It is a question of want of men, not of the fitness of the men sent. The mission field is mapped out before him, and he disposes of his available forces where he can to he best advantage numerically. You will find the phlegmatic Tenton, equally with the ardent Asiatic, fired by one impulsesuccess. They will convert, and be heard of as successful men by their old tutors and the Prefect. Ignorant, uncultivated, boorish, unacquainted with the commonest forms of society, but yet zealous almost to frenzy, brave, determined, undaunted, they are the men the Propaganda can use. Every year, many a youth goes to certain death from yellow fever in Sierra Leone, to pestilential lagoons in Southern India, and to the treachery and cruelty of Japan and China; but he cannot look back or

ask why.

The Congregation of the Index is a choice engine of the Propaganda. It seeks not only to leaven the Protestant mind with the principles of Trent, but to repress any contrary development in the minds of Cathelics. It is opposed to liberalism as to Anglicanism. Monsignor Maret and "Janus" are on a level with Dr. Pusey and Henry Ward Beecher. he reader may not be aware of the modus operandi of the famous Congregation of the Index. There is a prohibition against heretical books and books considered of a dangerous tendency to either morals or doctrine. The catalogue of books prohibited to indiscriminate reading is called "Index Prohibitory." In the case of other books which are considered partially erroneous, or in need of revision, the "Index Expurgatory" is provided. This sets forth what passages are to be expunged or altered so that they shall become innocuous. It is presided over by a cardinal with a staff of secretaries. It is used generally as a means of fighting liberalism. When a book cannot be answered, and is becoming popular, it is placed on the Index. "Sup-pose it is," I hear a Protestant say, "what then?" To read it becomes a mortal sin, which unabsolved will incur damnation. This was the action of the Propaganda in the case of Mr. Ffoulkes, Bishop Maret, and "Janus." It is not necessary that a book should be intrinsically bad, if its author is a heretic or suspected. All books written by Protestants, from the orthodox version of the Holy Bible to the smallest tract of the Methodists, are prohibited. It takes a wider range It supposes science is secretly inimical. Bossuet describes a heretic "one who has an opinion." The Syllabus (proposition 13) defines as erroneous those who think "the method and principles whereby the ancient scholastic doctors cultivated theology are unsuited to the necessities of our time and the progress of the sciences." Casuistry, which at various times has conimagination, was the principal method of the ancient scholastic doctors. Against this, science and decency protest; ergo, science and decency ought to be placed on the Index. The works of Bacon, Locke, Laplace, Galileo, Newton, Humboldt, Goethe, Schiller, Milton, Dante, Leibnitz, and nearly all great modern names in science and believ-letters, are on the Index. In one compartment-among a choice collection of literary filth and moral garbage, seemingly gathered by some one anxious to find how low human nature had sunk — I found the Bible of King James and Hooker's "Ecclesiastical Polity" side by side with the "Decameron" and "Pantagruel." Yet it is by reading the writings of Protestants that Romanists achieve a reputation for learning. If a priest confines himself strictly to the literature prescribed by the Index, he can never emerge from a state of gross ignorance. Of course such a mental condition is best suited to the Propaganda, which seeks passive obedience, not thoughtful acquiescence from moral conviction. "You have no business to think," said Cardinal Franzoni to the writer; "we think for you.

When a book is placed on the "Index Prohibitory." this is the order of procedure:-The Cardinal Prefect appoints some doctor of divinity to read it and mark the passages which controvert the doctrines and discipline of the Church. His conduct in this particular is guided by certain standard regulations. First, if a book is ostensibly hostile to the Holy See, and written by a Protestant or schismatic, it is prima facie condemnable, because the writer's mind may be supposed more or less under Satanical influences. In

such cases, reading is quite formal. Second, | York made similar experiments. Connecticut if a book is ostensibly hostile, but written by a Catholic, for instance "Janus," it is to be careful examined, to ascertain whether it has indications of a state of mind in the author meriting excommunication, major or minor, or lata sententia, according as these indica tions point to a permanent conviction, or a passing impression. The book may be an isolated act, like a mortal sin in the life of a good Christian; if so, the author is not conder ned. And third, a book may not be worthy of condemnation from error of doctrine or viciousness, and yet have a tendency to free thinking, and the erection of some other standard of arbitration than the dictum of the Holy See. In this case it is relegated to the "Index Expurgatorius."
When a book is unreservedly condemned,

a hole is bored through it with an auger, in which is inserted a small stake, with this formula:- "So be it unto the body of the impious writer!" This used to precede burning by the executoner. Hundreds of such works are thus fettered, with the word "Condemned" inscribed upon them. The author is allowed, if a Romanist, the option of public retraction or excommunication. This was recently done in the case of Mr. Ffoulkes. If a book is only partially condemned, the objectable passages are blotted out with ink, and while it is wet, dry vermilion in powder is thickly strewn over it. This prevents the restoration of the words by aqua fortis. The late Cardinal Mai recovered Cicero's "De Republica" from the library of the Index, because, happily, no vermilion had been used. I have seen a folio Chrysostom, with numerous erasures of this kind. In this list are the works of Hallam, Robertson ("Charles V"), Young ("Night Thoughts"), Walton, Sherlock, Tillotson, Burnet, Bingham, Bossnet, Pascal, Fenelon, Du Pin, and Bellarmine. The Holy Scriptures in the vernacular are always placed on the first list with stringent additions to the sentence of censure. "This book must not be read indiscriminately, lest the temerity of men cause more evil than good to arise therefrom." Without a license from the Congregation of the Propaganda, it is a mortal sin to print Bibles, to sell them, or read them in public or private.

"HARPER'S."

From Turner & Co. and from Claxton, Remsen & Haffelfinger, we have received the April number of Harper's Magazine, which

has the following articles:-"The War in Paraguay," General M. T. McMahon, with fourteen illustrations; "Lost Days;" "Count Otto von Bismark," S. S. Conant, with nine illustrations: "Among the Silk-worms and Velvet Looms," O. M. Spencer, with twenty-one illustrations: "Beautiful Child," W. A. H. Sigourney; "Frederick the Great, V. The Death of Frederick William, and the Ascension of Frederick the Second," with five illustrations; "Around the World on Skates," T. B. Thorpe, with one illustration: "Linda's Young Lady," D. R. Castleton: "Together," Carl Spencer; "A Brave Lady (concluded), by the author of "John Halifax, Gentleman," with two illustrations: "Revealed in a Song," Justin McCarthy; "The Indian-What We Should Do with Him, Colonel George Ward Nichols: "Bathsheba Carew's Curse," Jane G. Austin: "The Great Gold Conspiracy," John Bonner; "Anteros," by the author of "Guy Livingstone;" "Border Reminiscences," General R. R. Marey: Editor's Easy Chair; Editor's Literary Record; Editor's Scientific Record; Editor's Historical Record; Editor's Drawer.

From the article entitled "Among the Silkworms and Velvet Looms" we quote the following:-

Count Dandolo estimates that the silkworms from an ounce of seed (40,000) require eight hundred and eighteen kilograms, or about eighteen hundred pounds, of leaves for their consumption. Other bacologists place it as high as nine hundred and seventy-five kilograms. Of this amount they will consume less than the 1-227th part in the first period, and about 7.9 in the fifth or last period. Forty thousand silk-worms, with skilful culture, should produce ninety kilograms, or about two hundred pounds of cocoons. The average price of cocoons of all qualities throughout Italy for 1868, as taken from the official statistics, was seven francs and twenty-eight centimes a kilogram, or sixty-six cents per pound. From this it will appear that the silk-worms arising from an ounce of seed, costing from twenty-five to thirty francs an ounce, and consuming something less than two thousand pounds of mulberry leaves, will produce about two hundred pounds of cocoons, worth in Italy, on an average, six hundred and seventy-five francs, or one hundred and thirty-five dollars in gold, and, judging from the relative cost of silks, worth two or three times that amount in the

United States. The production of silk in Italy, though still one of the principal branches of Italian industry, has of late years, owing to the disease of the silk-work, considerably diminished. It is estimated that Lombardy alone has fallen off during the last eight years to the amount of four hundred millions of francs. In Piedmont, which may, perhaps, be taken as a fair sample of the rest of Italy, the prodoned every orime conceived by a depraved duction of cocoons, which in 1861 amounted to 3,934,010 kilograms, had gradually fallen off until 1865, when it produced only 1,157,470 kilograms. In 1868, however, the production rose to 3,036,220 kilograms. And yet the quantity of silk produced in Italy is not only greater than all the rest of Europe together, but is more prized as to quality, on account of its beauty, color, brilliancy, and softness.

Kolb, in his "Handbuch der Vergleichenden Statistik," estimates the whole European production for 1862 at four hundred and fifteen millions, while that of Italy alone was two hundred and eighty-five millions.

The history of sericulture in America, though antedating the Revolutionary war in its origin, may be summed up in a very few

words. "The culture of the mulberry tree in Virginia was encouraged by James I, and the coronation robe of Charles II was spun from Virginia silk. Silk husbandry was introduced at an early day into Louisiana, and a state robe was made from Georgia silk in 1735 for Queen Caroline. In 1749 the export of cocoons was 1000 pounds, and in 1766 it had reached 20,000 pounds. Afterwards a decline resulted from the withdrawal of the Govern-

ment bounty. "Pennsylvania and New Jersey about this time became interested in the business, and Dr. Franklin, in 1770, sent seeds, mulberry cuttings, and silk-worms' eggs for distribu-A silk manufactory was established in Philadelphia in 1771, which received cocoons for several years. A court dress of silk from cocoons of Lancaster county was acknow-ledged with a present of lands. New Jersey planted mulberry groves exclusively, and New

and Massachusetts led this interest in the Eastern States. The Revolutionary War put an end to all these enterprises.

"In the revival of industry at the commencement of this century renewed efforts to establish the silk business are observed. In 1819 five tons of raw material were produced in Mansfield, Connecticut. In 1842 the New York State prison at Auburn produced \$13,000 worth of sewing-silk. In 1840 the total domestic product of silk was 60,000 pounds, valued at \$250,000; in 1844, 400,000 pounds, worth \$1,500,000; and in 1850 only 14,673 pounds. In 1860 Connecticut, New Jersey, Massachusetts, Pennsylvania, and New York produced \$5,000,000 worth of sewing-silk, some silk stuffs, ladies' trimmings, and other goods. Philadelphia and New York manufacture about \$2,300,000 of the articles annually. The business, in all its branches. has greatly increased since 1860."

Mr. Prevost, one of our most successful silk growers, expresses the opinion that California. owing to the mildness and dryness of its climate, is better adapted to the culture of the silk-worm than any other country in the world. This opinion is strengthened by the fact that the cocoons of California were among the finest exhibited at the French Exposition. Utah Territory, he thinks, is also admirably adapted to silk culture, and mentions the fact that Brigham Young, with his usual sagacity, has already planted out one hundred and sixty acres in mulberry trees.

From these observations, and from the fact that recent experiments seem to indicate that the osage orange may be substituted successfully for the mulberry, it is sincerely to be hoped that, while sericulture, owing to the disease among the silk-worms, is declining in Europe, it may so enlist the services of our scientific as well as practical men as to be-come at no distant day one of the most profitable branches of our agricultural industry.

RAILROAD LINES.

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

Of Passenger Trains, December 20, 1883.

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

At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:26 P.M.

MORNING EXPRESS.

At S15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Emira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.
The 7:30 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A.M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading,

Leaves Philadelphia at 8:30 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. Keturning, leaves Philadelphia at 6:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 8:00 A. M. and Pearling at 7:20 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.

P. M.,
Trains for Philadeiphia leave Harrisburg at 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadeiphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:05
P. M., and Pottsville at 2:42 P. M., arriving at Philadeiphia at 0:45 P. M.
Harrisburg Accommodation leaves Reading at
7:15 A. M. and Harrisburg at 4:10 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6:36 P. M., arriving in Philadelphia at 2:25 P. M.
Market train, with a passenger car attached, leaves
Philadelphia at 12:30, noon, for Pottsville and all way
stations: leaves Pottsville at 5:40 A. M., connecting stations; leaves Pottsville at 5:40 A. M. at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8-15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4-26 CHESTER VALLEY RAILROAD.

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., 12:45 and 5:15 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 3:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

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 Philadel-

phia, returning from Mt. Pleasant at 700 and 1100 NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 5-00 P. M., passing Reading at 145 and 10-05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.

more, etc.

Returning Express train leaves Harrisburg 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 Pittsburg 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 RAHROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and

SCHUYLKILL VALLEY RAILEOAD.

Trains leave Pottsville at 6:30 and 1:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILEOAD. Trains leave Auburn at 8:56 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 2:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation tions by Keading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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

and firms.
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-

twelve months, for holders only, to all points, at reduced rates.

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

EXCURSION TICKETS from 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 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 points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect bag-gage for all trains leaving Phiadelphia Depot.

Orders can be left at No. 225 South FOURTH Street.

Streets.

JOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Conestogs Ticking, etc. 80. 822 CHRSNUT Street, Philadelphia. G stud

HAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN and Amboy and Philadelphia and Tremton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WAINUT STEET WHARP.

At 8-30 A. M., via Camden and Amboy Accom. . \$2.25

At 8 A. M., via Camden and Amboy Express. . . 300

at 2 P. M., via Camden and Amboy Express. . . 300

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

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points ch R. and D. E. R. R.

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

Trenton.
At 630, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordensown, Florence, Burlington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 830, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Farry, (upper side).

(upper side).

PROM KENSINGTON DEFOT.

At 7:30 A. M., 2:30, 8:30, and 6 P. M. for Trenton and Bristol, and 16:45 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 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, Wissinouling, Bridesburg, and Frankford, and at 8:30 P. M., for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

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, New York Express Lines, via Jersey City. Fare, \$3-20. At 11-20 P. M., Emigrant Line. Fare, \$9. At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 12 P. M. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tullviewn, Schenck's, Eddington, Cornwell's, Torresonale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 930 A. M., 645 and 19 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. PROM KENSINGTON DEPOT.
At 7-30 A. M. for Niagara Falls, Budalo, Dunkirk,

Emira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-Scranton, Strondsburg, Water cap, Schooley a modu-tain, etc.

A. 7-30 A. M. and 3-30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 2-30 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 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

P. M., from Kensington Depot, for Lambertville and intermediate stations.

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

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 19 A. M., 1, 2-15, 3-39, 5, and 6-39 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 6-39 P. M. for Lamberton and Medford.

Medford.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, 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.

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 18, 11, 12 A. M., 1, 2, 3½, 3½, 4-95, 4-35, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12 P. M. Leave Germantown at 6, 6-55, 736, 8, 8-20, 9, 10, 0-50, 12 A. M., 1, 2, 3, 3-50, 436, 5, 536, 6,656, 7, 8, 9, 10, 1 P. M. S-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, 4:05, 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%, 9 20, and 11 F. M.

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

7, 9-20, and 11 F. M.
Leave Chesnut Hill at 7-10, S, 9-40, 11-40 A. M., 1-40, 3½, 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, 7½, 9, and 11-05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8-95, 10-95, and 11½ P. M.
Leave Porristown at 5-40, 6-25, 7, 7½, 8-50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Lauding, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDA 1.5.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 6, 7½, 9, and 11-65 A. M., 1½, 3, 4, 4½, 6½, 8-05, 10-05, and 11½ P. M.
Leave Manayunk at 6-10, 6-55, 7½, 8-10, 9-20, and 11½ A. M., 2, 3½, 5, 6½, 8-30, and 10-P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
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Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7¼ A. M. 1½, 6 and 9½ 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 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 LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA.

WINTER ARRANGEMENT. Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:06 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waveriey, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.
At 5:00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 7:30 and 10:45 A. M., and 1 30 P. M. For Abington at 1 15, 5 20, and 8. P. M.

For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot 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., From Fort Washington at 9·25, 10·35 A. M., and From Abington at 2.35, 6.45, and 9.20 P. M. ON SUNDAYS.

ON SUNDAYS,
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7:00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Onice, No. 106 S. FIFTH Street.
11 1 ELLIS CLARK, Agent

PHILADELPHIA AND BALTIMORE CENTRA
RAILROAD COMPANY.
WINTER ARBANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baitimore 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 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., 225 A. M., and 225 P. M.

On Saturday the 325 P. M. train will leave at 430 P. M.

Passengers are allowed to take wearing appared. 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 Superinten

GREAT SOUTHERN MAIL NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILLMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for asle, baggas
checked through to destination, and all information
furnished at

721 OHRSNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1809. The trains of the Pennayivania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheanut and Walnut streets

fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. TRAINS LEAVE SPOT, VIS. :-Pacit Accommodata. 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 6:50 P. M.
Particularly Train 5:50 P. M.

Parkesburg Train.
Cincinnati Express.
Erie Mail and Pittsburg Express.

by special contract. EDWARD H. WILLIAMS,

6 29 General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Train a will leave Depot corner Broad street and Washingwill leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at \$30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Cristicid 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, Nawport, 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 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia,
Passengers for Fortress Mouroe and Norfolk will
take the 19-90 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 5:10 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 Pallroad.

A. M. and 4:30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:25 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, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Rail-

road run as follows from Pennsylvania Hailroad Depot, West Philadelphia.— WESTWAND. MAIL TRAIN leaves Philadelphia - 9:35 P. M. Williamsport - 7-40 A. M.

ERIE EXPRESS leaves Philadelphia 11-40 A. M.

Williamsport - 8-20 P. M.

Williamsport - 9-00 P. M.

LIMIRA MAIL leaves Philadelphia - 7-50 A. M.

ELMIRA MAIL leaves Philadelphia - 7-50 A. M. Williamsport 6:00 P. M. arrives at Lock Haven 7:20 P. M.

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

"Williamsport - 9 25 P. M.

"Arrives at Palladelphia 6 20 A. M.

"Williamsport - 4 00 P. M.

"Williamsport - 8 00 A. M.

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

"Williamsport - 9 46 A. M.

"Williamsport - 9 46 A. M.

BUFFALO EXP. 168488 Williamsport 1 2 25 A. M. BUFFALO EXP. ieaves Williamsport 12 25 A. M

Harrisburg - 52/A. M.

Repress East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Alleghenv River Railroad.

ALFRED L. TYLER, General Superintendent.

W EST CHESTER AND PHILADELPHIA RAILROAD Leave Philaceiphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A M., 11-90 A. M., 2 30 P. M., 4 16 P. M., 4-40 P. M., 6-15 and 11-30 Leave West Chester from Depot, on East Market

Leave West Chester from Depot, on East Market street, at 6:26 A. M., 8:00 A. M., 7:45 A. M., 16:45 A. M., 16:5 P. M., 4:50 P. M., and 6:55 P. M.

Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen riddle, and Media; leaving Philacelphia at 4:40 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 tage train leaving West Chester at 7:45 A. M., and canned sure for stations and crime West. change cars at B. O. Junction, and going West passengers for stations above B. C. Junction wil

take train leaving Philadelphia at 4 40 P. M., and will change cars at B. C. Junction.

The Depet in Philadelphia is reached directly by the Chesnut and Walnut street cars. These or the Market street line run within one square. The cars of both lines connect with each train upon its ON BUNDAYS.

Leave Philadelphia for West Chaster at 8:3) A. M. and 2 co P M.
Leave West Chester for Philadelphia at 7.55 A. M.
and 4 co P. M. WILLIAM C. WHEELER,
General Superintendent.

WEST JERSEY RAILROADS. Leave Philadelphia, foot of Market street (upper ferry), at 8 15 A. M., Mail for Bridgeton, Salem, Millville, 8 15 A. M., Mail for Bridgeton, Salem, Millville, Vinelard, Swedesboro, and intermediate stations. 11 45 A. M., Woodbury Accommodation.
3 15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro.
3 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
5 30 P. M., Accommodation. Woodbury, Glassboro, Clayton, and way stations.
EXTRA TRAIN FOR CAPE MAY.
(Saturdays only.)

(Saturdays only.)
Leave Philadelphia 8 16 A. M.
Leave Cape May 1-10 P. M
Freight Train leaves Camden daily at 12 o'clock
roon. Freight received in Philadelphia at second
covered wharf below Walnut street.
Freight delivery at No. 228 S Delaware avenue.
Commutation tickets at reduced rates between Hiladelphia and all stations.
316 WM. J. SEWELL, Superintendent.

DI EING AND SCOURING.

JOSEPH MOTTET,

FRENCH STRAM DYEING AND SCOURING,
On any kind of Wearing Apparel, for Ladies, Gents, and
Oblidren. Patent apparatus for Stretching Pants from
one to five inches. No. 209 S. NINTH Street,

AUG TION SALES. M. THOMAS & SONS, NOS. 189 AND 161

Peremptory sale at the Fairmount Rolling Mills.
FRAME BUILDINGS, LUMBER, EPJ.
March 26, at 10 o'clock, at the Fairmount Rolling Mills,
Castes street wharf, river Schuylkuli, the frame buildings,
leaves quantify old lumber, etc. Sale absolute Perms
Cash.
35126.

BUNTING, DURBOROW & CO., AUCTION-FERS, Nos. 233 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, WHITE, RED CHECK, AND FANCY MATTINGS, ETC.

Maych 25, at 11 o'clock, on four months' credit, about 300 pieces ingrain, Venetian, Hat, hemp, cottage, and rag carpetings, Canton mattings, oil cloths, etc.

3 19 5t LARGE SALE OF FRENCH AND OTHER RU-ROPEAN DRY GOODS, On Monday Morning, March 28, at 10 o'clock, on four months' credit. 3 22 54

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETG., On Tuesday Morning, March 29, at 10 o'clock, on four months' credit. 3 23 5t

EXTENSIVE PEREMPTORY SALE TO THE TRADE.

STATIONERY. BLANK-WORE, PAPERS, ENENVELOPES, Pena. Pencils, Fancy Goods, Photograph Albums, Cuttery. Leather Goods, Pocket-bo-ks, Walt Pspers, Miscellaneous and Toy Books, etc., will be sold at Public Sale, without reserve or limitation, for Cash, come eneing

at Public Sale, without reserve or limitation, for Cash, commencing
On Thursday Morning.

March 31, at 10 o'clock, at the auction rooms, No. 704
Chesunt street, a large and well assorted collection of desirable goods, including a full line of stationery of every description, an extensive assortment of blank work, papers, envelopes, pens, pencils, photograph albums, leather goods, pocker-books, autiery, bookbinders' boards, wall papers, slates, inks, etc. These is also included in the sale the entire stock of Diamond & Co., retiring from business. business.
MISCELLANEOUS BOOKS, FINE TOY BOOKS,
MISCELLANEOUS BOOKS, FINE TOY BOOKS,
Also, Miscellaneous Books, a large and excellent assortment of fine Toy Books, English and American; a full line
of Photograph Albums, Bibles, etc.
Catalogues ready three days previous to sale.

2236t THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESAUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

CATALOGUE SALE OF ELEGANT HOUSPHOLD

FURNITURE, Parlor and Chamber Suits, Fine Carpets, Large Mirrors, Silver plated Ware, Table Cutlery,

Plano-fortes, Chuna, Large Bookeases, Refrigorators,

Engravings, Paintings, Kitchen Furniture, etc.

On Friday Morning,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be soid, by catalogue, a large assertment of superior furniture, from families removing. 323 2t

COTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

No. 1117 CHESNUT Street, (Girard Row).

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

Will make bis

SEVENTH SALE OF SUPERIOR FURNITURE
On Friday Morning.
At 10 o'clock, by catalogne, consisting of elegant parlor and chamber suits bet and towel racks, hair mattresses, mirrors, lounges, easy and reclining chairs, sideboards, wardrobes, clagwess, etc.
FAlso, a large quantity of chamber and dining room furniture, but little used, of good make
All goods accompanied by a wristen guarantee if required. A. BARLOW

Goods packed on the premises and shipped to any part of the United States. of the United States.

POSITIVE SALE OF 175 PAINTINGS, CHROMOS,
AND ENGRAVINGS.
On Saturday Evening,
At 73, o'clock, at the Galleries, No. 117 Chesnut street,
embracing the usual variety of landacapes, marinus, cattle, figure and fruit pieces, mounted in gold-leaf frames.
The following artists are represented:
E. Moran, J. Hamilton, Brisco,
Searby, Bornfeld, W. Shoridan Young,
R. D. Lewis, Herring, Barry Owen,
W. Anderson, G. F. Bensell, Dammann.
New open for examination. 3242t

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.
1212 I HESNUT Streett, every Monday and Thursday.
For particulars see Public Ledger. [I 18]
N. B.—A superior class of Furniture at private sale. I PPINCOTT, SON & CO., AUCTIONEERS,

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

N LOUISVILLE, KY. W. GEORGE ANDERSON & GO. STUCKY. AUCTIONEERS AND COMMISSION MERCHANTS.
Business strictly Commission. All auction sales exclusively for sales. sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every

Thursday.

Regular auction sales of dry goods, clothing, carpets, notions, etc., every Wednesday and Thursday. [3 is am COVERNMENT SALES.

BATON ROUGE ARSENAL, LOUISIANA.

BATON ROUGE, La.

In compliance with instructions from the Secretary of War there will be a Public Auction held at this Arsenal, commencing on the 25th of April, 1879, and continuing until the following described Ordnance and Ordnance stores will be sold. To be delivered at BATON ROUGE ARSENAL, La.

42 Bronze Cannon, weighing about 18 tons. 297 Cast iron Cannon, weighing about 600 tons, 29 Steel Cannon, weighing about 4 tons, 800 Tons of Shot and Shell.

500 Tons of Lead.

100 Tons of Scrap Iron (wrought and cast).

18 Artillery Carriages and their Limbers.

5 Travelling Forges and their Limbers.

5 Battery Wagons and their Limbers.

60 Sets Double Harness (artillery). 263 Paulins and Tarpaulins.

150,000 Pounds Powder, of various kinds. 350 Cavalry Saddles. 5,000 Saddle Blankets (red and gray). 300 Watering Bridles. 250 Curb Bridles. 400 Nose Bags. 18 Iron Blocks (quadruple, treble, and double).

13 Lifting Jacks. 2,000 Traces (for wheel and lead horses). 10,000 Pounds Horse Shoes. Bar Iron. Mule Shoes. Horse Shoe Nails. Harness Leather. as Sides Bridle Leather. 9,000 Pounds Wrapping Paper. 30 Portable Forges. 126 Feet Leather Beiting.

232 Feet Rubber Belting. 10,000 Packing Boxes. Also, a large assortment of articles for Horse Equipment, as well as Blacksmiths, Carpenters, Saddlers, Tinners, and Armorers' Tools of the most approved patterns.

To be delivered at FORT JACKSON, La. To be delivered at Four Cast Iron Cannon, weighing about 250 tons, 20 tons of Shot and Shell. to tons of Wrought Iron (scrap). 25 tons of Cast Lion (scrap).

To be delivered at FORT ST. PHILIP, La. 24 Cast Iron Cannon, weighing about 100 8 tons of Shot and Shell. 5 tons of Wrought Scrap Iron. 5 tons of Cast Scrap Iron.

To be delivered at FORT PIKE, La. 1 Bronze Cannon, weighing about 900 pounds. 37 Cast Iron Cannon, weighing about 111 tons. 65 Tons of Shot and Shell.

To be delivered at SHIP ISLAND, Miss. 444 Pounds of Shot and Shell, weighing about 10,000 pounds.

TERMS CASH-Ten per cent, on the day of sale, and the remainder when the property is delivered.
Thirty days will be allowed for the removal of heavy ordnance. All other stores will be required to be removed within ten days from the close of

Persons desiring catalonges of the articles to be rersons desiring catalonges of the articles to be sold can obtain them by application either in person or by letter to the Chief of Ordnance, U. S. A., Washington, D. C., or at this Arsenal.

Major Ord. Dep't, U. S. A., Chief of Ord. Dep't of La., 3 22 6t Comdg. Baton Rouge Arsenal, La.

STOVES, RANCES, ETO. THOMSON'S LONDON KITCHENER
or EUROPEAN RANGE, for families, hotels, or
public institutions, in TWENTY DIVFERE TO
SIZES. Also, Philisdolphia Ranges, Hot-Air Furnaces, Fertable Heaters, Low-down Grates, Fireboard,
Stoves, Etc.
EUGAR L. THOMSON,
Successor to SHAILPE & THOMSON,
11 27 wim 6m