THE DAILY WERNING STREET, PRINCIPADELPHIA, STREAK, MARKEL 33, 1870.

Negro Minstrelism.

Its Beauties and Deformities.

Whimsicalities of the Weach Eusiness-End-Men a .d Middle-Men.

Who that has ever witnessed the triumphant air with which the curtain rises upon the dusky band which constitutes a modern minstrel troupe can forget the vision, and not wish to possess some explicit information in regard to the lives and habits of its members? They are an entrancing throng, from the corpulent and cute darkey (and he is generally both) who occupies the position of "middle-man" to the versatile creature known as end-man, whose principal duties seem to be to twirl his tambourine around on the end of his thumb, and to make pantomimic contortions meant to be picturesquely reflective upon the conduct of the other members of the troupe.

It is now nearly thirty years since negro minstrelism began to be practised as a distinct profession. Its history as a separate and special business begins as far back as the year 1842. Between then and the present time it has drawn into its embrace some of the most successful comedians, members of the legitimate drama, and has been the means of presenting to the public some of the finest burlesque and finest specimens of ballad-singing with which cultured audiences have become familiar. Perhaps this is the reason why negro minstrelism is so greatly affected by that class of people which will not patronize the theatre, and who believe the opera to be the favorite gateway of Avernus. Such people must find some excuse for their inconsistency, and they discover it in the great and genuine fun and the extremely simple, unaffected melodies that are almost always to be enjoyed at burnt-oork entertainments.

Let it not be thought that these entertainments are lightly provided, or that they cause but little toil and care on the part of those who furnish them. Because the fronts of minstrel halls are frequently seen ornamented with knots of men remarkable for sickly complexions, bold eyes, and diamonds, the settings of which are clogged with dirt, it is too often imagined that the burntcork artist leads a lazy life, and that his most important morning task consists in visiting the treasurer and drawing his salary for the preceding night. The truth is, that excellence in this as in any other field is only attained by hard work, and the clog-dancer who enchants you with his reverberating pas and the transactor of the wench-business who delights you with his falsetto cavatina, have to keep at their work all the time just as surely as a circus rider or a pianist does in order not to lose the knack of jumping through the hoops or harmonizing the proper chords. The burnt corkist who makes a mark in his profession is obliged to have a very fair degree of energy and perseverance. There are enough rivals in all the departments of the business to render a devoted attention to it absolutely necessary. The man who is not an enthusiast in the work never rises out of the mediocre position in which he commenced the life. and just in proportion as that enthusiasm wanes so does the estimation in which the burnt-corkist

is held by the public. Perhaps one of the most singular features connected with the profession is the department known as the "wench business." paratively a late outcropping of burnt-corkism, not having been in existence longer than the last ten years. The business is a totally distinct one from the mere representation of a "nigger girl." The artist who excels in the wench business is presumed to imitate all the airs and graces of a fashionable and popular prima donna. He must divest himself as much as possible of any visible attribute of masculinity. His voice must be trained into that of an accomplished falsetto, and the more he is gifted with burlesque humor the reater are his chances of success. And yet, however much we may admire the art with which the transformation is effected, the character is always one which evokes some degree of contempt, for one can never see a man entirely lose all vestiges of manhood-even in a play-without visiting him with something very like a sneer. No art, indeed, on the part of the wench-delineator can supply the absence of that natural femininity which is usually found in those who attempt that line of parts. They are generally niminy-piminy hybrid-looking creatures off the stage, haloed with an Ella Zoyara sort of reputation, and remarkable in private life for those mincing ways which come in so aptly behind the footlights. Indeed, many of them carry into private life those womanish peculiarities which are fostered by their professional employment and are the result of what might be called the business habits of many years. There is more than one instance on record of a burst-cork male prima donna, whose makeup on the stage converted him into the life-like ness of a genuine woman, transacting in private life those duties which generally fall to the lot of the feminine mind and hand-such as keeping a set of rooms in order, making the beds, doing the cooking, sewing, and marketing, and attending to all the details of feminine housekeeping. In this manner two or more members of a minstrel troupe occasionally live together in a modest set of rooms, each contributing his proportion to the general expense, and, strange as it may seem, the one who enacts the wench business upon the stage transacting those duties which custom usually assigns to the feminine head of every household. His life off the stage becomes merely a continuation of his life upon it. When he appears behind the footlights the public merely behold a glorified exaggeration of what he really is in private life. He can make bonnets like a milliner and dresses like a modiste. He can make dishes as good as those described in Miss Leslie's cookery-book, and the room or set of rooms in which he lives are as neat as though he were in reality an old maid with no other aim in life than to prevent dust enough to settle to be picked up on the point of a pin. It not unfrequently happens that the dresses of the entire troupe, particularly on the getting up of a "spectacular" piece where new ones are required, are made up by him, and that

is due. The notorious burnt-corkist known as the Only Leon, and belonging to Kelly & Leon's Minstrels, New York city, is perhaps the most celebrated and unique doer of the wench-business extant. Seriously speaking he deserves to be called an artist, for he hesitates at nothing that will enhance the completeness of the roles

to his taste in costume and deft thread and

needle the gorgeousness of the principal tollets

BURNT CORK. | he takes upon himself. He is possessed of quite | sufficient brains to write such a burlesque as will take with a New York audience for several months at a time. He dresses his parts sumptuously. The more dresses he can manage to wear during the delineation of any one particular role, and the more expensive and startling is their description, the better he is satisfied. The foremost actress to the foremost theatre of the United States is not more expensively attired than Leon is whom as is presenting some lavorite role. Tostee as the "Grand Dachesso" never wore larger or more extravagant train His stage jewels are among the most costly pro curable, and in the general dash and dazzle of his ensemble he goes far ahead of any other "wenchist" in the profession. As an actor, too, he is not without a good deal of piquancy. His extraordinary falsetto-growing raggeder, alas! with every season-aids him to perfection in his burlesque of such parts as "Marguerite" and "Boulotte." The practice of many years has bestowed upon him a knack of ogling and wriggling, a saucy, woman-like coaustry of manner upon the stage that many actresses would like to be the happy possessors of, and which, to say the least, are very singular accompliahments in a man. In private life Leon is noted for the quietness and modesty of his manners, and an almost girlish bashfulness when particular attention is directed to him.

The salaries of negro minstrels vary between twenty dollars and two hundred dollars per week. Twenty-five dollars per week may be assumed as the average. They don't like to play before cheap audiences, and the crowning boast of those that have played to dollar-and-a-half audiences is that they obtained "opera prices."

Another thing that managers of minstrel companies who are minstrels themselves pride themselves upon is the thorough knowledge of music as a science which the members of their troupe possess, and the pure fun and humor of the performance. That they give you as good music as you will get at the Italian opera, and that the cream of burlesque is furnished by them in a purer state than you would obtain it from the Lydia Thompson burlesque troupe, are two of the chief tenets in the negro minstrels' belief. "We don't want none of your opera trash," said a celebrated minstrel to me one day. "We've got a better tenor in our troupe to-day than Brignoli ever was or ever can be. Brignoli -(with a sardonic laugh)-Why, he don't amount to a row of pins. He can't hold a candle up to him. And as for your burlesque, the public laughs more in ten minutes at our entertainment than it does in three hours over Lydia Thompson's. We take the insides right out of burlesque, we do, hand it over, and flop it down," and the speaker suited the action to the word as though he were really disembowelling the theme that he was talking about.

They are very chary about admitting any new feature into the traditional performances. I was one day present at the rehearsal of a minstrel troupe, when a new comer, who was negotiating for an engagement, asked permission to try a new instrument before the manager. The latter assented, and the man forthwith unpacked the instrument and placed it upon the stage. At first appearance it was something like an oblong box; but, seizing hold of a handle at each side, the man drew the contents of the box into an upright position, and in an instant you saw before you an excellent imitation of a harmonicon. He sat down to play, and it sounded like one-a little more reedy, perhaps. In fact, the instrument was intended to chime in with an orchestra and imitate the notes of reed instruments. The manager listened to it at first with admiration, then with an air of pensive disappointment. Finally he decided that the affair was very nice, but entirely too "churchy" for a negro minstrel audience He had "felt the public" for many years, he said, and he did not think they would stand anything quite so "churchy" as that. The man's singing was vetoed by the discriminating manager for the same reason. He had an excellent tenor voice, and sang with feeling and expression, but he was unfortunate in his selection. Instead of sticking to some simple English ballad that would most likely have led to an engagement, he chose a tiresome solo from some oratorio, and crushed his prospect with the first few bars.

If the reader ever feels a desire to write play-or acting sketch, for the style of performance scarcely deserves to be called a play-I advise him not to take the trouble to write it in rhyme, and not to stud it with too many or too pointed jokes. While he will never get the manager of a minstrel troupe to acknowledge that it is too good for them, that will certainly be the truth, and his burlesque-of course it will be a burlesque - will most decidedly be rejected. Perfect rhymes, polished wit, and spicy songs are all wasted upon that class of performers. The brilliant pointedness to which your couplets are refined will go for nothing at all. The most of your jokes will not be discovered, and your songs will be pooh-poohed. What the minstrel wants is good coarse slang. The colors must be laid on with a whitewash brush, not a camel's hair pencil. Remember that they are to be seen by several hundred average-minded people in the full flare of the burnt-cork footlights, and not to be read in an intellectual study beneath the glow of argand burners.

The intense delight with which the jigs and break-downs of minstrelism are surveyed by genuine negroes arises from the fact that these dances are exact reproductions of the ones which used to be in vogue among the colored people of the South. Every step and motion has been photographed with keen artistic eyes, and reproduced with wonderful exactness. The wonderful delight in them exhibited by negro people can only be compared to the frantic admiration of the Arabs for the performances of the French conjurer and plenipotentiary, Robert Houdin. They flung themselves on their backs and threw their feet in the air, and M. Houdin avers that this gave him more profound satisfaction than the liveliest applause of the most aristocratic Parisian salons.

Where do minstrels get their jokes from is a question that is often asked, and which it is hardly necessary to answer. In the first place, they have very few new jokes. The old ones are repeated week after week and season after season. At the same time it is not to be denied that in exceptional cases the "end-man" of a troups, upon whom the duty devolves of furnishing jokes, goes through all the comic alma nacs and the miscellaneous columns of many a newspaper in order to discover new ones. Few of them are the creation of his own brain. The San Francisco Minstrels in New York are a noteworthy exception in this respect. The genial Billy Birch sits at one end of the dusky segment behind the footlights, and the almost equally genial Billy Bacchus at the other. Midway between sits Bernard, the inimitable "middle-man," and these three generally fill some portion of the evening with their humorous improvisations. Still, at almost any entertainment of the kind you must stand the chance of hear-

ing some favorite minstrel, who understands his business, explain that he can't sing to-night. He cut his little finger nail too close, and as a result caught cold. Or you hear quali-on-toast described as a pig's foot with a chicken-wing sewed to it. Or else you are told that the speaker sent away a cob of corn, with the directions that more beans should be put on it. All these are standard jokes. No one knows how many years they have been in existence, or how many years they will continue.

Occasionally minstrels allow a performer to appear with a white face, but not very often. When this is allowed it is a special condition of the contract. The permission to wear a white face is accorded almost exclusively to boys with soprano voices, who sing one or two sentimental songs during the evening, as was the case with Master Coker, who travelled with Wood's Minstrels some years ago, and Master Raphael de Solla, who last year sang at Bryant's, in New York. An exception is sometimes made in favor of harpists and other instrumentalists who form temporary connections with a troupe, and the merit of whose performances is sufficient to counterbalance any prejudices they may have

against burnt-cork. The prices paid by minstrel managers to outside parties who furnish songs, jokes, or burlesques are not very high. Ten dollars will perhaps be given for a sentimental song, but ten to one the piece will have to be altered to suit the requirements of the tenor, who pronounces it "not quite strong enough" for him. Five dollars is paid for a good joke or a good comic song and fifty dollars for a burlesque. The terms upon which managers prefer accepting pieces is "so much down" (not much, the reader may be confident) and a certain sum, which seems extravagantly large to the needy applicant, at the end of the season should the burlesque prove successful.

As a rule, professional minstrels, however well paid, do not save money. Their way of life presents temptations akin to those of the theatre, and they pluck the roses as they pass.

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

WINTER ARRANGEMENT

WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1868.
Leaving the Company's depot at Thirteenth and Callowhill 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 6:35 P.M.; arrives in Philadelphia at 9:25 P.M.
MORNING EXPRESS.
At 8:15 A.M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7-30 A. M. train connects at READING with The 730 A. M. train connects at RRADING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 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 Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Raliroad 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 6-40 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 8:10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6 45 P. M. Harrisburg Accommodation leaves Reading at 5 A. M. and Harrisburg at 4. 10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:50, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-

phia and all way stations. phis and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S.A. M., and
Philadelphia at 3 15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4 25

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.

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 Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mr. Pleasant and Intermediate points. 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 11:06 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 Raliroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

for Pittsburg, Chicago, Williamsport, Elmira, Battsmore, 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 12-25 noon, and 6-35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburgs. burg without change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 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 5:35 A. M., and 1:40 and 4:50 P. M. and 1 30 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 8 55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tre-mont, 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 5:05 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 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. Nicolis, General Superintendent, Reading.

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

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 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, Suaday, 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.

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-20 noon, 5 and 7-15 P. M., for Reading, Lebanon, Hartisburg, Pottsville, Port Clinton, and points beyond. points beyond.

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

Orders can be left at No. 226 South FOURTH Street,
or at the Depot, THIRTHENTH and CALLOWHILL

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

FROM WALNOT STREET WHARF.

At 8-26 A. M., via Camden and Amboy Accom... \$9-25
At 8 A. M., via Camden and Amboy Express.... 3-00
at 2 P. M., via Camden and Amboy Express.... 3-00
at 2 P. M., for Amboy and intermediate stations.
At 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 3 P. M., for Long Branch and points car R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 9, 3-30, and 4-30 P. M., for Frenton.

RAILROAD LINES.

At 650, 8, and 10 A. M., 12 M., 2, 830, 430, 6, 7, and 130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 9 P. M. for Riverton.

The 11:30 P. M. Une leaves Market Street Ferry,

PROM ERNSINGTON DEFOT.
At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, 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 Schene's and Eddington. nck's and Eddington.
720 and 1045 A. M., 280, 4, 5, and 6 P. M., for At 720 and 1045 A. M., 230, 4, 5, and C., Wis-At 720 and 1045 A. M., 230, 4, 5, and C., Wis-sinoming, Bridesburg, and Frankford, and at \$30 P. M. for Holmesburg and intermediate stations, FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway. M. 12 P. M.

Via Connecting Rallway.

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

New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Pare, \$9. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M., At 7, 9:30, and 11 A. M., 4, 6:45, and 19 P. M., for Bristol.

At 13 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 19 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.
At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, Schooley's Moun-

Scranton, Strondsburg, water Gap, Scranton, Strondsburg, water Gap, Scranton, Lain, etc.

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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET FERBY (UPPER SIDE).

At 7 and 10 A. M., 1, 2.15, 3.39, 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 At 7 and 10 A. M., 1, 3.30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewalisvale, and Pemberton.

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

At 7 A. M., 1 and 8:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M., 1, 2, 314, 334, 4 95, 4 35, 6, 6 36, 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 820 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 %

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

3%, 540, 640, 840, and 1040 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 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% P. M.
Leave Norristown at 540, 6 25, 7, 1%, 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.

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.

FOR MANAYUNK.

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

Leave Manayunk at 610, 6 55, 7%, 8 10, 9 20, and 11% A. M., 2, 8%, 5, 6%, 8 30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave 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.

Deave 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 PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF

WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8 00 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 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. nd Manon Chunk. For Doylestown at S45 A. M., 245 and 445 P. M. For Fort Washington at 7-30 and 1045 A. M., and

20 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, d Union City Passenger Railways run to the TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2·10, 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 2-25, 6-45, and 9-20 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 9-30 A. M. Philadelphia for Bethlenem 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 soid and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 165 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRA 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 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 6:40 A.M., 9:25 A.M., and 2:25 P.M.

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

Passengers are allowed to take wearing apparel Passengers are allowed to that the property 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 Superin GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
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 OHESNUT Street,
Masonic Hall,
G. RENTON THOMPOON,
Gen. Agent for Phasdelphi

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Siesping-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. 901 Chesnut street, or No. 116 Market street, will receive attention TRAINS LEAVE EPOT, VIL :--

Erie Mail and Pittsburg Express. 945 F. M. Accommodation. 12:11 A. M. Pacific Express. 12:00 night. Erie Mail leaves daily, except, Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 5 0'clook 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 pro-

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

 Market street.
 TRAINS ARRIVE AT DNPOT, VIZ.;

 Cincinnati Express.
 8:10 A. M.

 Philadelphia Express.
 6:38 A. M.

 Erie Mall.
 6:30 A. M.

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

 Parkesburg Train.
 9:40 A. M.

 Lancaster Train.
 12:65 P. M.

 Krie Express
 12:65 P. M.
 Fast Line. 940 A. M.
Lancaster Train. 1255 P. M.
Eric Express. 1255 P. M.
Southern Express. 700 P. M.
Lock Haven and Elmira Express. 700 P. M.
Lock Haven and Elmira Express. 700 P. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation 950 P. M.
For further information, apply to
JOHN F. VANLEER, Js., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK? Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Haliroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount
in value will be at the risk of the owner, unless taken
by special contract.

by special contract.

EDWARD H. WILLIAMS 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 \$30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington Connecting with Delaware Railroad at Wilmington for Crisfield 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, 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 Monroe and Norfolk will take the 19 00 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 8:10 A. M., 1:80, 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 dally; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:20 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.
From Baltimore to Philadelphia—Leave Baltimore
125 A. M., Way Mall; 9:25 A. M., Express; 2:25 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. and Chester. H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:

MAIL TRAIN leaves Philadelphia "
"
Williamsport - 7:40 A. M.
ERIE EXPRESS leaves Philadelphia 11:40 A. M.
"
Williamsport - 9:00 P. M.
"
"
Williamsport - 9:00 P. M.
ELMIRA MAIL leaves Philadelphia - 7:50 A. M.
"
Williamsport - 6:00 P. M.
arrives at Lock Havon 7:20 P. M.
BASTWARD.
BASTWARD.

MAIL TRAIN leaves Erie - 840 A. M.

"Williamsport 925 P. M.

"Arrives at Philadelphia 620 A. M.

ERIE EXPRESS leaves Erie - 400 P. M.

"Williamsport 330 A. M.

"Arrives at Philadelphia 12 46 P. M.

ELMIRA MAIL leaves Leck Haven 800 A. M.

Williamsport 946 A. M.

Williamsport 946 A. M. ELMIRA MAIL leaves Lock Haven

Williamsport 9 46 A. M.

arrives at Philadelphia 6 50 P. M.

BUFFALO EXP. leaves Williamsport 12 25 A. M.

Harrisburg - \$29 A. M.

arrives at Philadelphia 9 26 A. M.

arrives at Philadelphia 9 26 A. M.

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

ALFRED L. TYLER, General Superintendent.

WEST CHESTER AND PHILADELPHIA WEST CHRISTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7:45 A. M., 11:00 A.
M., 2 30 P. M., 4:16 P. M., 4:40 P. M., 6:16 and 11:30 Leave West Chester from Depot, on East Market

M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 8:60 A. M. will stop at B. C. Junction, Lenni, Glea Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Media, Glea 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 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 4:40 P. M., and will change cars at B. C. Junction.

will change cars at B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. These of the market street line run within one square. The cars of both lines connect with each train upon its arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. Leave West Chester for Phuladelphia at 7-55 A. M. and 4 00 P. M. WILLIAM C. WHEELER, and 4 00 P. M. General Superintendent.

WEST JERSEY RAILROADS Leave Philadelphia, foot of Market street (upper ferry), at 8 15 A.M., Mail for Bridgeton, Salem, Millyille Vineland, Swedesboro, and intermediate stations.

11 45 A. M., Woodbury Accommodation.

3-15 P. M., Mail for Cape May, Miliville, Vineland, and way stations below Glassboro.

5-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

5-30 P. M., Accommodation, Woodbury, Glassboro, Clevton, and way stations.

5 30 P. M... Accommodation. Woodbury, Glassboro, Clayton, and way stations.

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 15 A. M.

Leave Cape May 1·10 P. M.

Freight Train leaves Camden daily at to o'clock noen. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. 13-24 ware avenue. Commutation tickets at redresded rates between Philadelphia and all station. Philadelphia and all station, Superintendent.

DI EINE AND SOOURING. JOSEPH MOTTET,
RENCH STEAM DYEING AND SOOURING,
on any kind of Wearing Apparel, for Ladies, Gents, and
Children. Patent apparatus for Stretching Pants from
one to five inches. No. 202 S. NINTH Street,

AUD FION SALES. M. THOMAS & SONS, NOS. 189 AND 161

Peremptory sale at the Fairmoust Rolling Mills.
FRAME BUILDINGS, LUMBER, ETC.
OS Raturday Morning.
March 26, at 10 o'clock, at the Fairmount Rolling Mills.
Coates street wharf, river Schuylkill, the frame buildings,
large quantity old lumber, etc. bale absolute Terms
cash.
324.24

Sale at the Central Skating Park, Fifteenth and Wat-FRAME BUILDINGS, FENCING, GAS AND WATER-PIPES, REFILMCTORS, CHAIRS, STOVES, BENCH-ES, OLD LUMBER, ETC. On Monday Morning, March 28, 1870, at 10 o'clock, at the Central Skating Park, corner of Fifteenth and Wallace streets, will be sold the frame buildings, fencing, gas and water-pipes, re-flectors, chairs, stoves, benches, tables, etc., etc. Atticles purchased must be removed on or before Satur-day, April 2.

SALE OF REAL ESTATE AND STOCKS, March 29, at 12 o'clock, noon, at the Exchange, will in Clude:—
COMMERCE, No. 513—Valuable Store,
COMMERCE, No. 513—Valuable Store,
TENTH, No. 829 (South)—modern Residence.
GROUND RENTS—846 and \$100 61 a year,
SECOND, Nos. 12 and 14 (South)—2 Brick Stores.
KENT CO., Delaware—Tract, 72% Acres.
TASKER, Nos. 1126, 1628, and 1630—New Dwellings.
WALLAGE, No. 1112—Modern Residence,
EEGHTEENTH, No. 32 (South)—Modern Residence,
EEGHTEENTH, No. 32 (South)—Modern Residence,
DOOK, No. 233—Valuable Hotel.
ATOO, CAMDEN COUNTY, N. J.—Country Place, 29
acres.

Storos.

Scros.

Scros

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 283 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

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, ETC., On Tuesday Morning, March 29, at 10 o'clock, on four months' credit. 3 25 5t LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

On Thursday morning, March 31, at 10 o'clock, on four months' credit. 3 25 50 MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Minor. EXTENSIVE PEREMPTORY SALE TO THE TRADE.

STATIONERY. BLANK-WORE, PAPERS, ENENVELOPES, Pens, Penoils, Fancy Goods, Photograph Albums, Cutlery. Leather Goods, Pocket-books, Wall Papers. Miscellaneous and Toy Books, etc., will be sold at Public Salo, without reserve or limitation, for Cash, comme eneing

commencing
On Thursday Morning.
March 31, at 10 o'clock, at the auction rooms, No. 704
Chesnut street, a large and well assorted collection of desirable goods, including a fall line of stationery of every description, an extensive assortment of biank work, papers, envelopes, pens, pencils, photograph albums, leather goods, pocket-books, cutlery, bookbinders' beards, wall papers, slates, inks, etc. There is also included in the sale the entire stock of Diamond & Co., retiring from business. business.

MISOELLANEOUS BOOKS, FINE TOY BOOKS,
MISOELLANEOUS 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. 3 236t

COTT'S ART GALLERY AND AUCTION OOMMISSION SALUSROOMS.

R. SUOTT, Jr., Auctioneer,
No. 1117 CHEBNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 19 Particular attention paid to Out-door Sales at mode-

POSITIVE SALE OF 175 PAINTINGS, CHROMOS, AND ENGRAVINGS.
ON Saturday Evening.
At 7% o'clock, at the Galleries, No. 1117 Chesnut street, embracing the usual variety of landscapes, marines, cattle, figure and fruit pieces, mounted in gold-leaf frames.
The following artists are represented:—R. Moran, J. Hamiton, Brisco, Searby, Bonfield, W. Sheridau Young, R. D. Lewis, Herring, Barry Owen, W. Anderson, G. F. Bensell, Dammann.
Now open for examination. 3242t

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

Personal attention given to sales of Household Furni Ferencia attention given to sales of Household Furni ture at twellings.

Public sales of Furniture at the Auction Rooms, No. 1219 (HENNUT Street, every blonday 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. 1110 CHESAUT Street, rear entrance No. 1107 Sansom street. IPPINCOTT, SON & CO., AUCTIONEERS,

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, (11 24 6
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

N LOUISVILLE, KY. W. GEORGE ANDERSON & OO.

AUCTIONEERS AND COMMISSION MERCHANTS.
AUCTIONEERS AND COMMISSION MERCHANTS.
Business strictly Commission. All auction sales exclasively 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 by cm.

GOVERNMENT 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, 1870, and continuing until the following described Ordnance and Ordnance stores will be sold. To be delivered at BATON ROUGEARSENAL, 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. 250 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. 50,000 Pounds Powder, of various kinds. 350 Cavairy Saddles, 5,000 Saddle Blankets (red and gray).

250 Curb Bridles. 400 Nose Bags. 18 Iron Blocks (quadruple, treble, and double). 13 Lifting Jacks. 2,000 Traces (for wheel and lead horses).

0,000 Pounds Horse Shoes. Bar Iron. Mule Shoes. Horse Shoe Nails. 48 Sides Bridle Leather. 9,600 Pounds Wrapping Paper.

30 Portable Forges. 125 Feet Leather Belting. 232 Feet Rubber Belting. Also, a large assortment of articles for Horse Also, a large assortment of articles for Horse Equipment, as well as Packsmiths, Camenters, Saddlers, Tinners, and Araborers' Tools of the most 10,000 Packing Boxes.

approved patterns To be delivered at FORT JACKSON La. 65 Cast Iron Cannon, weighing about 260 toks, 20 tons of Shot and Shell. 20 tons of Wrought Iron (scrap). 25 tons of Cast Iron (scrap).

To be delivered at FORT or. PHILIP, La. 84 Cast Iron Cannon, well and 8 tons of Shot and Shap Iron. 5 tons of Wrought ap Iron. 5 tons of Cast

delivered at FORT PIKE, La.

1 Br. Cannon, weighing about 900 pounds.

5 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 catalouges of the articles to be soil can obtain them by application either to be son or by letter to the Chief of Ordnance, U. S. A., Washington, D. C., or at this Arsenal.

Major Ord. Dept. U. S. s., Chief of Ord. Dipt of La., Coming. Baton Rouge Arachal, La.