Our Country Banks.

The old complaints against the old bank system of circulating notes were well warranted by its great abuses, and the evils of an irredeemable currency are as real and, perhaps, quite as mischievous; but there may be as great injury in remedies as in the disorders for which they are employed. England has been tinkering her banking system for a couple of centuries without everonce amending it. Occupied always with the incident evils, her statesmen and economists have never yet clearly seen or boldy provided for the benefits of the banking system. The present charter of the Bank of England knows nothing and means nothing but the instant convertibility of her circulating notes. All the other uses of a bank are absolutely sacrificed for the assurance of this aim, which happens to be the very thing that its policy cannot accom-plish. The one only way of securing a metallic currency is to abolish all circulating notes, and along with them the public credit system. The great bank machine went into operation in 1844 with its safety valves screwed down tight, and already they have been forced open three times by orders of the Privy Council, that it might be kept on the track in running order; that is, the bank has been allowed, when she was brought to a stand-still, to run the risk of suspending specie payments, as the only means of answering any of the necessary purposes for which the institution was In a word, the charter, intending nothing but the maintenance of specie payments, works exactly like the thing it aims at -redemption of the notes so long as such redemption is not demanded, and suspension whenever it is demanded. That's the whole history and the whole philosophy of the idea in a sentence. We also have had enough of the same work with the same design, and a great plenty of the very same results. We are particularly busy at this business now. With might and main we are at work forcing resumption and providing for its perpetual maintenance, just as if that were the whole aim and end of a currency system, and nothing else need be cared for, and everything else may be sacrificed to secure it.

Would it not be well before going any further to stop and inquire whether certain other objects are not worthy of some attention, and whether all that is valuable in a sound currency might not, also, be attained along with these other things? Without indulging in speculations, or resting our views upon theory, there is something to be learned from an existing system that answers all the purposes of banking, and does not in the least concern itself with the redeemability of its circulating notes, especially, sacrifices nothing for this purpose, and yet never suspends.

The banks of Scotland went through the crisis of 1793 and that of 1825, when the provincial banks of England were swept away by the hundred, and the National Bank was forced into suspension, without any of them giving way.
The Scotch banks do a great many things

which the bullionists of England and America denounce. They pay interest upon deposits at one per cent, lower than the current rates. They issued one pound notes freely. They lend money on bonds with two or three sureties. When their note-holders or depositors run upon them they do not run upon their debtors, diminishing their accommodations, or in any way increase the tightness of the money market, but do all they can to relieve it by extending their own credit in support of that of their customers, and-they never suspend! And, what is more, the banks of England, when they are in their worst agonies, and are ruthlessly crushing everybody within their reach to maintain pecie payments, cannot hurt the cauny Scots, who never bother their heads about redeemability. England can't learn. Can we?

Just now we are bent upon resumption We are going to force it. We are bent, also, upon forcing another thing along with it-the immediate and rapid reduction of our public debt, and of its rate of interest; and to accomplish these things we may make up our minds to have our will at any price to the public interests. The use of heroic remedies in medicine is very captivating to the flash practitioner. The patients may groan under the treatment; lots of them may even die; but what do they know about medicine or their own constitutions.

We will not now commit ourselves for the probable effects of the Funding bill that has just passed the Senate. Our share of the responsibility is too small to call for either good or evil prophecy upon it; but there are some things among its possible effects that we may take the liberty of submitting for reflection.

We have now nearly seventeen hundred money agencies at work under the national banking system. These are generally deositaries of the spare cash of their immeiate neighborhoods. They accommodate their customers by loans, and they discount the debts of the people before maturity. In addition, they lend their credit to the business of their respective communities for the service of industrial production and of comnerce. Can such functions as these be interfered with without damage to the community beyond all the compensation promised by the policy aimed at?

To return to the Scotch system, which has vindicated itself by the longest and most trying experiences, we get a hint of the worth of the localized and distributed agencies which it employs. Scotland has forty principal banks, with three hundred and forty branches. The area of the little kingdom is 32,164 quare miles, less by one-third than the area of the State of New York, and has a population quite 30 per cent. less. Scotland, therefore, has a banking office for every 8000 of her people; and supposing these banking s to be allotted each to equal areas, and distributed with that view, the allotment ould place a bank within four and a half miles of the most distant people in these nares or circles. By the same rule allotment, New York banking circles would have an average radius of six and an eighth miles, the bankg centres of Pennsylvania would be seven nd a half miles from their respective limits, nd the radii of the Ohio circles would be eight and a half miles. The amount of apital or of circulation thus apportioned is of no consequence to the point we are aiming at; and they are, moreover, not the principal objects of a good banking system; not principal, but incidental and necessary onsequences of a thorough scheme of localization, which is, therefore, the first thing to provided for. The functions of a bank are best seen by turning away our attention from their office of providing circulating notes, and holding in abeyance the de-drable soundness of the currency which they apply. Let them be looked at as reservoirs the spare cash of their respective vicinies, and as artificial fountains for its necesary distribution, with the addition of so uch of their credit as may be safely ventured. Ye can help ourselves to some idea of their

capabilities and of their service to the public by recollecting that when Louis Napoleon wanted seven hundred and fifty millions of francs for the expenses of the Crimean war, in 1855, the departments outside of Paris subscribed twenty-five hundred millions; and that Mr. Chase, in 1861, was able to gather one hundred and forty millions of dollars by his popular loan from the private resources of our people, and five hundred and fifteen millions more the next year, mainly from the little unconsidered and unestimated stores of the unfinancial public. But another instance, equally strong, and more exactly to our point, is the establishment, within the last fifteen years, in Germany, of 498 credit banks, with 169,595 stockholders, and doing an annual business of sixty-seven million of dollars, ascertained by actual report to the Central Bureau, which states its belief that there are 800 more such associations in the country, with 150,000 more members.

Now, if such masses of capital and such incidental accretions of credit as these facts indicate depend for their availability upon neighborhood banks of deposit, discount, and accommodation, would it not be well to pause before crippling or abolishing our country banks, or discouraging their increase by any system of direct or indirect taxation, for the mere purpose of antedating a resumption which will come of itself when it comes to stay? Or, will any practicable reduction of the rate of interest upon the public debt pay the loss of their uses to the people?

As taxes upon circulation, direct and indirect, affect the larger city banks, the action of Congress upon the point is of little consequence. They can live upon their deposits; but country banks, those little local centres of accumulation, of credit, and offset of debt against debt, if deprived of profit upon circulating notes, must be in effect destroyed. We could better spare anything else in the whole machinery of our monetary affairs, We have a population bordering on forty millions. A single dollar a head of their savings used as banking capital will safely afford one

hundred and twenty millions of money and credit in the service of the general industry and business of the people. Double, treble the stimulus and support of this sum is every way possible, with all its direct pecuniary and all its indirect moral benefits. We trust that no legislation shall be allowed to interfere, much less to destroy, these gatherers of unconsidered trifles, which mount to such imposing masses under a system of organization without which they must be wholly lost, or at least greatly impaired. We have not nearly enough of them, such as they are, but we would gladly supply the needed remainder with co-operative banks, and we desire that all finance legislation may look to their encouragement and

Foreign Items.

-Signor Alexandre Blaggi, of Milan, has just completed a voluminous memoir of Rossini. -The French Society for the Encouragement of National Industry has distributed ninety-two medals and 13,500 francs in money prizes. works rewarded are of every possible kind,

from distilleries to hats.

—In a paper read at the last meeting of the Academie des Inscriptions, M. Defremery maintained that the date of the capture of Jerunalem by the Egyptian Caliph should be 1098, and not 1096, the date hitherto adopted by historians.

-We understand that a work on contempo rary Austrian politics, from the English point of view, is coming out. The book will give a complete account of the career of Count Beust as an Austrian Minister, and contain maps, statistical tables, and diplomatic and other documents.

—Le Figaro says that "Madame Parker," wife of the English Ambassador at the Court of Japan, is now giving lessons on the piano to the "Mikadette." His Majesty of Austria presented an instrument to the Mikako, and the Immediate result, says Le Figaro, was "Madame Parker's" engagement.

-A work of the very first importance to stu-dents of the French Revolution is being published at Leipsic-Professor Schmidt's "Pictures of the French Revolution," drawn from the in-edited papers of the Secret Police of Paris. Two volumes have already appeared, and they present the life of the French capital from day to day in a most striking series of pictures.

-The Government grants in Chili for scientific objects and superior education amount to £65,000, and include the following:-Observatory, £1100; Library and Museum, £1600; Conservatory of Music, £900: Academy of Painting, £700; School of Architecture, £500; Polytechnic School, £6500; School of Sculpture, £500. It will be seen that the practical department of the Polytechnic School claims more than the schools of the Fine Arts, as becomes the infant state of society.

—A Paris contemporary rebukes those gossips who are for ever discussing in the public papers the marriage prospects of Mdlle. Nilsson. "Out-side the theatre," says La France Musicale, "Mdlle. Nilsson belongs no more to the news monger than to the critic: we hope the journals to whom this advice is addressed will take due note of it." Our contemporary may rest assured they will do nothing of the kind.

-According to the Augsburger Zeitung an account of the Algerian campaign of 1835 will be published next month at Paris. It is from the papers of the late Duc d'Orleans, who took part in the campaign. An introduction by the Comte de Chartres gives a sketch of the history of the conquest of Algeria from 1830 to 1835, and the Comte de Paris writes the preface. Prince de Joinville is going to collect and publish his military sketches of Custoza, Sadowa, etc., which have appeared anonymously in the Revue des

The effect of gilding all the decorative statues of sovereigns in the Royal Gallery at Westminster, a costly work, which has been executed within the past few months, is so far satisfactory that the brilliant white of the marble figures no longer interferes with the color-ing of Mr. Maclise's pictures on the walls, and s splendid where all is superlatively gorgeous At present, notwithstanding the use of gold somewhat dimmed in its brilliancy, the statues look rather hard and metallic; but—as few things of the sort approach old gilding in richness and sobriety of color—if the persons in charge can be persuaded to let time take effect on the figures, the result will certainly be a glorious treat to lovers of color in the coming generation. It is well worth while to see what a change gilding has made in Mr. Thornycroft's figure of

REMOVAL.

THE OLD-ESTABLISHED

UNITED STATES

## REVENUE STAMP AGENCY

HAS REMOVED FROM

No. 57 South THIRD Street

No. 56 South THIRD Street,

JACOB E. RIDGWAY.

HAILROAD LINES.

TAILROAD LINES.

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

FROM WALNUT STREET WHARF.

At 6-30 A. M., via Cam. and Jersey City Ex. Mail. 2-90 At 2 P. M., via Camden and Amboy Express... 3-90 At 2 P. M., for Amboy and Intermediate stations.

At 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Freehold.

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

At 8 A. M. and 9 P. M., for Long Branch and points on R. and D. B. R. R.

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

Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:20, 6, 7, and 11:30 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, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, upper side.

(upper side).

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. Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

PHOM WEST PHILADELPHIA DEPOT. Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.
Cew York Express Lines, via Jersey City. Fare,

\$3.25. At 11.30 P. M., Emigrant Line. Fare, \$2. At 7, 9.30, and 11 A. M., 1.20, 4, 6.45, and 19 P. M., for Trenton. At 7, 9 30, and 11 A. M., 4, 6 45, and 19 P. M., for At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresane, 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 RAILBOAD LINE At 7:50 A. M. for Niagara Falls, Buffalc, Dunkirk,

Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, 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.

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

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., and on Thursday and Saturday nights at 11 30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6 30 P. M. for Lamberton and 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.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M., 1, 2, 3 34, 3 34, 4 05, 4 35, 5, 5 36, 6, 63, 7, 8, 9-20, 10, 11, 12 P. M.
Leave Germantown at 6, 6-55, 736, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3 50, 4 36, 5, 556, 6, 636, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3 4 and 5 5 4 10, 12 and will 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

P. M. Leave Germantown at 8:15 A. M., 1, 2, c, and 2 N. F. M.

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 8%, 5%, 7, 930, and 11 F. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3%, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS,

Leave Philadelphia at 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.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7½, 9, and 1105 A. M., 1¼, 3, 4, 4½, 5½, 64, 805, 1005, and 11½ P. M.

Leave Norristown at 540, 625, 7, 7¼, 850, and 11
A. M., 1½, 3, 3½, 6½, 8, and 9½ P. M.

The 7½ 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, Manayung, and Conshebecker.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDATS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.

FOR MANAYUNK.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 1106 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11½ P. M.

Leave Manayunk at 610, 605, 7%, 810, 920, and 11½ A. M., 2, 3%, 5, 6%, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.

PLYMOUTH RAILROAD.

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

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT.

WINTER ARRANGEMENT.
Takes effect November 22, 1869.
Fonrteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 800 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Burfalo, connection with the ERIE RAILWAY for Burfalo, 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, and Hazleton. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Dovlestown at 8:45 A. M., 2:45 and 4:15 P. M.

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 11 30 P. M. 11'30 P. M.
For Abington at 1'15, 5'20, and S. P. M.
For Lansdale at 6'20 P. M.
Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2·15, 4·40, and 5·25 P.M. From Doylestown at 8·35 A. M., 4·30 and 7·06 P. M. From Lansdale at 7·30 A. M. Fort Washington at 9.25, 10.35 A. M., and

From Abington at 2.25, 6.45, and 9.20 P. M. ON SUNDAYS. 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
Office, No. 105 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
Railroads:—

Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Batimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4:30 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.
On Saturday the 2:26 P. M. train will leave at 4:30 P. M.

P. M.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars,
unless special contract is made for the same.
HENRY WOOD, 111 President and General Superinte

GREAT SOUTHERN MAIL NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MAGON, RICHMOND, WELDON, WILMINGFON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickots for sale, baggage
checked through to destination, and all information
farmished at 221 OHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen, Agent for Philadelphi

RAILROAD LINES.

TO HER BY AND WELL STILL STILL STILL OF

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

Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1969.
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 Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Ponnsylvania Radiroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehafins trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. numberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:50 Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1620 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 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
7:15 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 12:30, noon, for Pottsville and all way
stations; leaves Pottsville at 5:40 A. M., connecting
at Reading with accommodation train for Philadel-

at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run dally, Sundays excepted.
Sunday trains leave Pottsville at S.A. M., and
Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at S.A. M.; returning from Reading at 4.26 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-00 P. M. traius from Philiadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.
PERKIOMEN RAILROAD.

PARSIONEN 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 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 7:00 and 11:00 A. M.

A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 500 P. M.,
passing Reading at 145 and 1005 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves 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 RAILROAD.

Trains leave Pottsville at 6°30 and 11°30 A. M., and 6°40 P. M., returning from Tamaqua at 8°25 A. M., and 1°40 and 4°50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Abburn at 8°55 A. M. for Pinegrove

Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Premont, and Brookside, returning from Harrisburg at 340 P. M., from Brookside at 400 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to

ail 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 sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Spraying and the Company of the Co Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

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

CLENGYMEN 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., 12.20 noon, 5 and 7.15 F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE —Dungan's Express will collect bag-

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

fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

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

TRAINS LEAVE SPOT, VIE. :- 
 Mail Train
 8 00 A. M

 Paoli Accommodat'n
 10 30 A. M., 1 10 and 6 50 P. M.

 Fast Line and Eric Express
 11 50 A. M.

 Harrisburg Accommodation
 2 30 P. M.

 Lancaster Accommodation
 4 10 P. M.

 5 30 P. M.
 5 30 P. M.
 Lancaster Accommodation. 4-10 P. M.
Parkesburg Train. 5-30 P. M.
Cincinnati Express. 5-80 P. M.
Cincinnati Express. 5-80 P. M.
Krie Mail and Pittaburg Express. 9-45 P. 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 o'clock
Pacific Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 11s
Market street.
TRAINS ARRIVE AT DEPOT, VIZ.;
Cincinnati Express. 3-10 A. M.

Cincinnati Express. 310 A. M.
Philadeiphia Express. 630 A. M.
Erie Mall. 630 A. M.
Paoli Accommodation, 820 A. M., 340 and 825 P. M. 
 Parkessurg Train
 9·10 A

 Fast Line
 9·40 A

 Lancaster Train
 19·55 I

 Erie Express
 12 08 P

 Southern Express
 7 00 P

 Lock Haven and Elmira Express
 7 00 P

General Superintendent, Alteons, Pa

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:

NUT, as follows:—
FROM PHILADELPHIA.
645 A. M., for B. C. Junction, steps at all stations.
715 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

stations.
6:55 P. M. for West Chester stops at all stations.
11:36 P. M. for West Chester stops at all stations.
11:36 P. M. for West Chester stops at all stations.
5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:30 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.

875 A. M. from B. C. Junction stops at all stations.
1060 A. M. from West Chester stops at all stations.
1705 P. M. from B. C. Junction stops at all stations.
1705 P. M. from West Chester stops at all stations.
1705 P. M. from West Chester stops at all stations.
1707 Connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
1707 Connecting at B. C. Junction with P. & B. C. R. R.
1708 P. M. from West Chester stops at all stations,
1709 Connecting at B. C. Junction with P. & B. C. R. R.
1709 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ping at all stations.

ON SUNDAYS,

8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2-20 P. M. for West Chester stops at all stations,

7-30 A. M. from West Chester stops at all stations,

4-50 P. M. from West Chester stops at all stations,

connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER Smot. W. C. WHEELER Sup't.

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

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Cristield 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, 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 Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 700 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington rans daily; all other Accom-modation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P.
M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeon, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
H. F. KENNEY, Superintendent. H. F. KENNEY, Superintendent.

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

WESTWARD,
MAIL TRAIN leaves Philadelphia - 9:35 P. M.
Williamsport - 7:40 A. M. ERIE EXPRESS leaves Philadelphia 1140 A. M.
Williamsport - 740 A. M.
Sept. M.
Williamsport - 820 P. M.
Williamsport - 900 P. M. ELMIRA MAIL leaves Philacelphia - 10:00 A. M.
Williamsport 6:00 P. M.

arrives at Lock Haven 7-20 P. M. MAIL TRAIN leaves Erie - 840 A. M.
Williamsport - 925 P. M. MAIL TRAIN leaves Erie - 840 A. M.
Williamsport - 925 P. M.
ERIE EXPRESS leaves Erie - 400 P. M.
Williamsport 3 30 A. M.
ELMIRA MAIL leaves Leck Haves - 800 A. M.
Williamsport 946 A. M.
ELMIRA MAIL leaves Leck Haves - 800 A. M.
Williamsport 12 25 A. M.
Harrisburg - 520 A. M.
Express East connects at Corry, Mail East at

Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad. ALFRED L. TYLER, General Superintendent.

WEST JERSEY RAILROADS Leave Philadelphia, foot of Market street (upper s 15 A. M., Mail for Bridgeton, Salem, Millville, Vineland, 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 20 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.) Leave Philadelphia 8 15 A. M. Leave Cape May 1.10 P. M Freight Train leaves Camden daily at 12 o'clock oon. Freight received in Philadelphia as second overed wharf below Walnut street. Freight delivery at No. 228 S Delaware avenue.
Commutation tickets at reduced rates between
Finladelphia and all stations.
3 16 WM. J. SEWELL, Superintendent.

ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE Sts., PHILADELPHIA,

DRUGS, PAINTS, FTO.

WHOLESALE DRUCCISTS, Importers and Manufacturers of

WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS.

Dealers and consumers supplied at lowest prices M. MARSHALL,

DRUCCIST AND CHEMIST. AND WHOLESALE DEALERS IN PAINTS, OILS, GLASS, AND PATENT MEDICINES, Nos. 1301 and 1303 MARKET St.

GENT 'S FURNISHING GOODS. DATENT SHOULDER-SKAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE PERFECTLY FITTING SHIRTS AND DRAWE S ade from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
No. 706 CHESNUT Street.

PAPER HANGINGS. LOOK! LOOK!! LOOK!!!—WALL PAPERS and Lines Window Shades Mannfactured, the cheanest in the city, at JOHNSTON'S Depot, No. 1022 SPHING GARDEN Street, below Eleventh. Branch, No. 2021 FIDERAL Street, Camden, New Jersey. AUDION BALES,

M. THOMAS & SONS, NOS. 189 AND 161

Rale No. 204 Spring Garden Street.

HANDSOME FURNITURE STEUK PIANO-FORTE, FRENCH PLATE MANTEL MIRROR, FINE VELVET AND OTHER CARPETS, ETC.

On Monday morning.

April 4, at 10 o'clock, at No. 204 Spring Garden street, above Twenty-first street, by catalogue, comprising—Saintelegant walnut drawing rosem furniture, covered with garnet plush; walnut centre and bouquet tables, marble tops; handsome rosewood 7% octave pinno-forte, made by George Steck & Co: fire Freeoch plate mantel uniror; oak diming-room furnitures; acquirer oak buffet side board, marble top: amperior walnut sitting room furniture; very large and elegant walnut bockome; handsome aquarium; superior walnut and cottage chamber furniture; spring mattresses; time velvet and other corpets, etc.

Also, fire proof safe. Also, fire-proof safe,

SALE OF REAL ESTATE AND STOCKS, April 5, at 12 o'clock, noon, at the Exchange, will be ande :ST. JOHN AND WILLOW, S. E. cor. -Brick Factory.
ST. JOHN -Two Frame Dwellings.
SCHUYLKILL AND LUZERNE COUNTIRS -Coal Lands WASHINGTON LANE, Germantown-Two valuable WASHINGTON LANE, Germantown-Two valuable Farms.

MARRIOTT STREET, No. 523—Frame Dwelling. Plu E-17 KEET, No. 724—Modern Residence. GREEN STE SERT, No. 734—Modern Residence. WALLACE STREET, No. 1825—Modern Residence. WALLACE STREET, No. 1825—Modern Residence. WALNUT STREET, No. 723—Brick Residence. WALNUT STREET, No. 723—Brick Residence. CATH ARINE STREET, No. 1505—Brick Dwelling. SPRUCE STREET, No. 411—Brick Scaldence. SEVENTH STREET (North). No. 988—Brick Dwelling. COLUMBIA AVENUE. No. 698—Brick Dwelling. COLUMBIA AVENUE. No. 698—Brick Dwelling. COLUMBIA STREET, Nos. 528 and 530—Frame Dwelling.

BURDARD STREET, Nos. 625 And 625 Frame Dwe 1978.

GROUND RENTS - \$60, \$24, \$26, and \$225.50, 10 shares Pennsylvania Hallroad Company.

20 shares Pacific and Atlantic Telegraph Co.

270 shares Charleston Mining and Manufacturing Co.

M shares Sociael Iron Co. of Harrisburg.

10 shares American Dredging Company.

300 shares Mount Farm Coal and Oil Co.

100 shares Union Mutual Insurance Co.

41.36 4136

DUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 282 and 284 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS, On Menday Morning, April 4, at 10 o'clock, on four months' credit. 3 29 56 SALE OF 2000 CASES BOOKS, SHOES, HATS, ETC.,

On Tuesday Morning,
April 5, at 10 o'clock, on four months' credit. 3 30 56 LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BEY GOODS.

On Thursday momning,

MApril 7, at 10 o'clock, on four months' credit.

415t MARTIN BROTHERS, AUCTIONEERS.

No. 704 CHESNUT Street, rear entrance from Minor.

Nc. 764 UHESNUT Street. tear outrance from Minor.

Sale No. 1602 N Fifteenth street.

HANDSOME RESIDENCE AND ELEGANT FURELEGANTLY CARVED WALNUT DRAWING-ROOM,
PABLOR, AND CHAMBER FURNITURE; TWO
ROBEWGOD PIANO FORTES, LARGE AND ELEGANT FRENCH-PLATE MIRRORS, RICH VELVET AND ENGLISH BRUSSELS CARPETS, OUT
GLASSWARE, HANDSOME FRENCH CHINA,
LAGE GURTAINS, ETC.

April 5, at 10 o'clock, at No. 1502 N, Fifteenth street,
above Oxford street, by catalogue, the entire Furniture,
including—Very elegant casved walnut drawing-room
furniture, covered in rich green plush; large and elegant
ctageres, F ench-plate mirror backs; handsome centre
table; fine French-plate mantel and pier mirrors, in rich
gilt frames; very elegant 7; octave rosewood siquare
grand piano-forte; rosewood boudoir piano-forte; elegant
valuut chamber furniture; ladies; elegant dressing table;
escritore; handsome wardrobes; mantel clocks and oroaments; elegant oak dining-room furniture; large buffet
aideboard; rich cut glassware; handsome Free ch china;
lace curtains; fine spring and curled nair mattresses;
feather beds; rich and elegant velvet and English Brusaels carpets; fine Ruclish oil cloths; cooking utensils, etc.
HANDSOME MODERN RESIDENCE.

Immediately previous to the sale of furniture, at 10
o'cl-ck precisely, HANDSOME MODERN THREESTORY BRICK RESIDENCE, Three-story Double Back
Buildings and Lot of Ground, 23 feet 6 inches front, 100
feet deep, situate No. 1802 N. Fifteenth street, above
Oxford street. The house is in elegant order. \$3000 may
remain if desired.

The Residence can furniture will be open for examination on the day previous to sale.

\*\*THOMAS BIRCH & SON, AUCTIONEERS\*\*

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESAUT Street, rear entrance No. 1107 Sansom street.

GREAT CLOSING SALES OF

TABLE AND BED LINENS, MARKSILLES QUILTS,
LADIES' AND GENTS' HANDKERCHIEFS.

TABLE CLOTHS, NAPKINS, DOYLIES, TOWELS,
HONIERY, EFO.

On Monday and Tuenday,
April 4 and 5.

At 10 o'clock, at the auction store, No. 1110 Chesnut
street, will be sold, in quantities to suit the purchaser,
the balance of steek of Fine Livens, comprising—Liven
handkerchiefs, table cloths, napkins, doylies, pillow case
and shosting linens; towels in great variety, quilts;
Turkey red, Barnsley and loom damask; ladies' and gental
hose, etc.

BANKRUPT SALE OF LINENS.

At same time will be sold, an assortment of Linens, being the Stock of a Bankrupt.

412t COTT'S ART GALLERY AND AUCTION COMMISSION SALESRO No. 1117 CHESNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10 o'clock.

Particular attention paid to Out-door Sales at moderate rates.

POSITIVE SALE OF 150 PAINTINGS, CHROMOS,
AND ENGRAVINGS.
On Saturday Evening.
April 2, at 7% o'clock, embracing the usual variety of landscapes, marine, fruit, figure, and cattle pieces.
The above goods must be sold to make room for a very extensive sale.
Sold without the least reserve.
Now open for examination in the Galleries. 3312t

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

Personal attention given to sales of Household Furniture at dwellings.
Fublic sales of Furniture at the Auction Rooms, No. 1219 (HE-NUT Street, every Monday and Thursday.
For particulars ree Fabric Ledger.
N. B.- A superior class of Furniture at private sale. I IPPINCOTT, SON & CO., AUCTIONEERS.

BY BARRITT & CO., AUCTIONEER, CASH AUCTION HOUSE, III M 5
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. TN LOUISVILLE, KY.

w. GEORGE ANDERSON.

THOMAS ANDERSON & CO.

(Established R26).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash. Vively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every

Hegular auction sales of dry goods, clothing, carpets, notions, etc., every Wednesday and Thursday. [B is em TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light, and profitable. Persons of either set easily sain from foc. to 85 per evening, and a proportional sum by devoting their whole time to the business. Boys and girs earn nearly as much as sen. That all who see this notice may send their address, and test the business, we make this unparalleled offer:—To such as are not well satisfied, we will send \$1 to pay for the trouble of writing. Full particulars, a valuable sample, which will do to commence work on, and a coup of The People's Literary Companion—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, addres K. C. ALLEN & CO., Augusta, Maine.

QROCERIES AND PROVISIONS. MICHAEL MEAGHER & CO.,

No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in PROVISIONS, OY STERS AND TRE APINS.
Stabler's Extra Canned OORN.

"PEACHES.

Maryland Canned TOMATOES.

Extra Canned ASPARAGIS.

286

DIEING AND SOOURING. JOSEPH MOTTET,

FRENCH STEAM DYEING AND SCOURING,

On any kind of Waaring Apparel, for Ladies, Gents, and
Children. Patens apparatus for Stretching Pants from
one to five inches.

No. 209 S. NINTH Street

No. 209 S. NINTH Street, Philadelphia C O R N E X C H A N G E
BAG MANUFACTORY.
JOHN T. BAILLY
B. E. corner of MARKET and WATER Streets. Philadelphia.

DEALER IN BAGS AND BAGGING

Of every description, for

Grain, Flour, Salt, Super-Phosphate of Lime, Bon

Large an small GUNNY BAGS constantly on hand.

St. Also, WOOL RACKS.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trank and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

No. 10 HUNCH Street (City Stores.