NO. 29.

CITY OF LANCASTER, TUESDAY MORNING, AUGUST 10, 1852.

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Important Official Document. CANAL COMMISSIONERS OFFICE, Harrisburg, July 23d, 1852.

The President laid before the Board a statemen n reference to the various mis-statements which have been made in relation to the arrangemen nave been made in relation to the arrangement adopted for the conveyance of passengers over the Philadelphia and Columb a Railroad.

Which was read, approved, signed by each member, and directed to be published.

Extract from the Journal.

THOMAS L. WILSON,

Secretary.

the Philadelphia and Columbia Rail Road, unanimously determined, on the 19th of May, in favor of the measure. To enable them to carry out the arrangement, fully and effectually, and with a view to the best interests of the Commonwealth, they entered into a contract with Messrs Binchan & Dock (an old and well known transporting house) to furnish the cars, and to superintend the transportation, without, any contract over the first to portation, without any control over the fare to be received. For this service, they are to be paid

without any reference to his business qualification to discharge an important public duty, or, by allotting it to a bidder at a fair price, to have incurred the obliquy which is now attempted to be cast upon them by the officers of the Pennsylvania Rail Road Company and their adherents. The lowest bidder system, has never worked well upon the Public Improvements. Whenever it has been adopted, it has almost invariably resulted in loss to Public Improvements. Whenever it has been adopted, it has almost invariably resulted in loss to the Commonwealth, by the abandonment of the work, after the best portion of it has been done—by the indisposition of the Legislature to refuse by the indisposition of the Legislature to refuse the payment of the per centage retained to ensure a fulfilment of the contract—and by the consequent necessity of re-letting the unfinished portion of the job, at prices much higher than would have been originally required, keeping in view the relative cost of each item. If this be so in regard to the construction of Canals or Rail Roads, where delays are not always productive of grant inconvisions. are not always productive of great inconvenience are not always productive of great inconvenience. It furnishes strong reasons against applying the system to the carrying of passengers over a great thoroughfare, where incapacity, or an abandonment of the contract, whould be productive of a great loss of revenue, by interrupting the travel, and driving it to other routes. True economy dictates, especially in a case like this, that, to secure a prompt-and faithful performance of the service required, a fair remuneration should be given.—The price to be paid to BINGHAM & DOCK does not go beyond that standard. They are compelled to go beyond that standard. They are compelled to invest a large capital in a depot and the purchase of cars, and the compensation to be received will not be considered, by men acquainted with the bu-siness, as too high for the risk to be run, and the

duty to be performed.

But, although no public notice was given, the fact that the board had the subject under consideration, was well known to the President and Superntendent of the Pennsylvania Rail Road, and to several gentlemen of well known business capacity, who were desirous of obtaining the contract.— The President of the Company acknowledged, in February last, that he had been informed, that the February last, that he had been informed, that the State proposed to assume the carrying of the passengers over the road; and in reply to his inquiry, he was distinctly told by one of the Commissioners, that several propositions relating to the passenger business were before the Board, including one from his own company. On another occasion, when an officer of the company was before the Board in relation to passenger tolls, he was informed that the Board had offers to carry passengers at five mills per mile. His reply was, that in responsible person would do it for that price." At the meeting hold in Philadelphia in The first proposition the Board could get the passengers carried on better terms. In a subsequent conversation, the same officer was distinctly told by a member of the Board, that the was instead and another substituted, reducing the rate of fare to two cents and fax mild per ment and sanother substituted, reducing the rate of fare to two cents and sax mild per mild. When the Superintendent laid this proposition before the Board, he was asked if the Company to rould not put the fare lower at the proposed rate of toll. If replied that they could not. He passengers carried on better terms. In a subsequent conversation, the same officer was distinctly told by a member of the Board, that that was his last chance, and that it was necessary that he should reduce his proposition to the lowest figure. The first proposition was accordingly withdrawn, and another substituted, reducing the rate of fare to two cents and five and a half mills per mile.—

When askedif this was the lowest offer, he replied that it was. On the day after this transaction, the Superintendent acknowledged that he was aware of the nature of the business with the Canal Department, knew that the subject had been for some time under consideration. If they failed into a contract by which the State becomes hereaff e." At the meeting held in Philadelphi When asked if this was the lowest offer, he replied that it was. On the day after this transaction, the Superintendent acknowledged that he was aware of the nature of the business before the Board.—
It will thus be seen that both of the officers of the Company, who transacted their business with the Canal Department, knew that the subject had been for some time under consideration. If they failed to communicate so important a fact to their Company, if was a dereliction of duty for which the Canal Commissioners cannot be held responsible. Should the Directors require further proof on this point, it will be furnished at any moment.

2. What injustice is done to the Pennsylvania Rail Road Company by the new arrangement 1—

Rail Road Company by the new arrangement ?— Their pecuniary interests will not be injured by Rail Road Company by the new arrangement —
Their pecuniary interests will not be injuried by
it, for they acknowledge that the passenger business over the Philadelphia and Columbia Rail Road
has not been profitable. During the last spring,
their Superintendent laid before the Board an abct of their passenger receipts and expenditures that road, which showed an actual loss. About the same time, the present President of the Com-pany, in reference to an intimation that some change was about to take place in carrying the passengers, wrote that "If we could have a guarantee that the work would be performed satisfactorily, it would be a matter of indifference to us who done it, as it has not proved.

to any apprehended obstructions to be thrown in to any apprehended obstructions to be thrown in the way of a prompt despatch of the passengers intended for their own road. Any such apprehension would be preposterous. It is not only the positive duty, but it is the settled design of the Canal Board, to afford every possible comfort and accommodation to passengers going to points westward of the State road, and to facilitate their speedy transportation be very possible means.—
If that design should not be fully carried out, it can only result from obstructions thrown in the If that design should not be fully carried out, it way by the Pennsylvania Rail Road Company.—
Advances have been made to their President to arrange this part of the business, but so far those advances have been tracted with neglect. But, it is said, that the Company purchased the cars of the old Eagle Line, and hence an injury will be sustained. To this there is a very simple and satisfactory reply, and that is, that Messrs. Bincham & Railroad Company, and it officers, attornies, and bork made an offer to the Company to purchase, on fair terms, their cars running on the road, which

Dock made an offer to the Company to purphase, on fair terms, their cars running on the road, which offer was not accepted. If, therefore, they austain loss from this cause, the fault is theirs alone.

The allegation that on this, or on any other occasion, the Board were actuated by feelings of hostility to the Pennsylvania Rail Road Company, is devoid of the shadow of a foundation. Every favor, every facility, which they had a right to expect, has been granted to them. Some demands have been made and refused. If these demands had been acceled to, the Board would have been recreant to ceded to, the Board would have been recreant to ceded to, the Board would have been recreant to the trust reposed in them by the people, by allowing the revenues which should flow into the Treasury of the Commonwealth, to be diverted into the coffers of a private corporation. On all occasions their applications have been considered with a disposition to mete out full justice to them, and, in no instance, has any proper or expected courtesy been withheld. The Board would fain stop here, and withbeld. The Board would fain stop here, and draw a curtain over the opposite picture. But the improper manner in which this subject has been dragged into public notice, demands that the whole truth should be told. So far from their friendly disposition having been met in a corresponding spirit, the Board have been treated, in their business intercourse with duplicity and arrogance by ness intercourse, with duplicity and arrogance by the present President and Superintendent of the Company. The former is an avowed and open op-ponent of the avoidance of the Inclined Planes on Dock (an old and well known transporting house) to furnish the cars, and to superintend the transportation; without any control over the fare to be received. For this service, they are to be paid a stipulated price per passenger per mile.

An attempt has been made to mislead the public immorant patients of the course of the Board, by the insertion of numerous anonymous communications in the columns of the press of Philadelphia, saveral of which it is now acknowledged were paid for either by the Pennsylvania Rail Road Company, oby its officers. To these misstatements, coming before the people of the State in the manner in which they did, no official reply could have been expected; and it was not until after the appearance of the authorized publications of the President and Board of Directors of the Company, that it was deemed proper to anticipate the Annual Report to the Legislature, and to place the facts connected with the question at issue before the taxpayors of Pennsylvania to the text of the Company was med, must suffice. At the carnest the Contract, entered into for the purpose of enabling the Board to carry out the measure which they had adopted, may be summed up as follows:

1. That no public notice was given to intich they had adopted, may be summed up as follows:

2. That it does injustice to that Company, and evinces a hostility to its interests.

3. That it drives off competition, and create a monopoly.

4. That it a lease of the Road to individuals, for That the Canal Commissioners exceeded their legal powers in employing persons to carry the passengers.

5. That the Canal Commissioners exceeded their legal powers in employing persons to carry the passengers.

6. That the carry and the subject.

1. It is true that no public notice was given to intic true the proposals for the performance of the service to be required. That course the Board were the compression of the Commonwealth. The proposals for the performance of the service to be required. That course the Board were the compression of the Comm

ests of the Commonwealth. If proposals had been invited, the Board would have been compelled spirit, has a rival of the State improvements, and they are always ready to afford to it all facilities not received by the Pennsylvania Railroad Company, without any reference to his business qualification deemed detrimental to the interests of the Canals the componsation to be given by the State to the and Railroads under their charge.

1. It is a fact well known to every one in the least conversant with the transportation of passengers over the Philade phia and Columbia Railroad, gere over the Philade'phia and Columbia Railroad, that competion has not existed, nor never can exist in that business, for any length of time. The parties having the carrying of the mails, possess advantages which enable them to drive off, or buy out all'competitors, and the practical effect is, that one party monopolized the carrying trade. The arrangement of the Board does not change the result. If, as some persons who are interested in the continuance of the old system contend, the Commonwealth has no right to derive the largest revenues that she can, from her own works, still, in this matter, she will only assume the position here-tofore occupied by an association of a few individ-

this matter, she will only assume the position neretofore occupied by an association of a few individuals, or by a chartered company. Passenger transportation over this road has always been, in effect,
a monopoly. The charge therefore, that the Board
are about to create such a monopoly may answer
very well for the use of political partizans; but,
when the travelling public and the tax-payers come
to fully understand, the one that the measure to fully understand, the one that the measure adopted will reduce the fare and add to their comforts and facilities in their transit over the road; and the other, that much of the profits that have

exigencies.

4. The allegation that the contract with Messrs.

Bischam & Dock is a lease of the road to those gentlemen, is not sustained, either by the facts of the case, or by the terms of the instrument. The nonwealth has assumed the entire control over Commonwealth has assumed the entire control over the conveyance of passengers. Instead of purchasing stock, and appointing numerous additional officers, she has dontracted with Messrs. Binoham & Dock to furnish cars, passenger depot, and superintend the transportation. For the performance of this specific service, they are to receive a spefic sum per mile on each passenger carried. The quality and number of cars employed, the manner of conduction the houses. quality and number of cars employed, the manner of conducting the business, the arrangement of the hours of arrival and departure, and the fixing of the fare, are all under the direction and control of the Canal Board. It will be seen by a perusal of the copy of the contract annexed, that it is no more a lease of the road, than the appointment of a Collector, for the allotment of a contract for the completion of the North Branch Canal, would be a lease of the collector's office, or of the Canal.

5. The legality of the action of the Canal Board

5. The legality of the action of the Canal Board

should properly be applied to relieve a heavily-

they have, to 'yarm' out the carrying of passen-gers, no sane mind would doubt heir right to enter into a contract by which the State becomes herself the carrier; Mesers. Biganam & Dock being mere-ly contractors to perform a specified service. But it is unnecessary to argue the legality of the meas-ure. The Supreme Court has set that question at rest. Nor is the sanction of the Legislature want-ing either negatively or positively. At the session

rest. Nor is the sanction of the Legislature wanting either negatively or positively. At the session of 1843, the subject of the contract with CAMERON & WILSON was referred to a select committee, of the House of Representatives, the majority of which made a report, fully sustaining the action of the Canal Commissioners. The House acquiesced in the conclusions of that report, as no further proceedings were had, which would not have been the case; if there had been any usurpation of power, or infringement upon the rights of individuals. The Allegheny Portage Railroad furnishes another strong case in point. In 1843, the Canal Commissioners purchased cars without any previous specific appropriation, and assumed the entire business of carrying passengers over that road, and continuated the care with the care of the carrying and seemed the carrier business of carrying passengers over that road, and continuated the carrying passengers over the carry rily, it would be a matter of indifference to us who done it, as it has not proved profitable." Where then is the injustice? They have lost money by carrying the passengers over the State Road. The Board have adopted a mode of conveyance by which the Company cannot possibly lose on their passengers carried over that road. If no injury, as has been shown, can result to their pscuniary has been shown, can result to their pscuniary increases, where, then, are we to look for it? Not of carrying passengers over that road, and continued to do so until April 24, 1851. The Legislature never called in question the power of the Board to do so. On the contrary, that body repeatedly sanctioned the measure by making appropriations for the payment of the expenses of passengers service, and for the purchase of cars. This course of cars.

to with the Pennsylvania Railroad Company, by which the Commonwealth relinquished the right to carry the passengers, and sold their stock of cars to that Company, which is now enjoying, without one word of complaint from their Board of direct-ors, or from any other quarter, the exclusive right

ors, or from any other quarter, the exclusive right to carry passengers over that road. These contracts are subjoined. There is no substantial difference between them and that with BINGHAM & DOCK, so far as relates to the carrying of passengers. The Board under the circumstances of the purchase of the State cars, would have felt it to be their duty to protect the Pennsylvania Railroad Company, from any interference in that portion of the carrying trade over the Portage Railroad. As these facts are matters of public record, it seems

Raifroad Company, and it officers, attornies, and adherents.

6. So tar from the arrangement being productive of loss to the Commonwealth, it will increase the public revenue. Draybacks are now allowed to the Pennsylvania Railroad Company in Pittsburg, Harrisburg and Baltimore passengers. Those for Pittsburg and Harrisburg now diverge from the State road at Dillerville. Hereafter they will be taken to Columbia—making a difference in travel of 11 miles, and a gain to the Commonwealth of 22 cents on each passenger. Taking the business of last year as a criterion, these drawbacks (which will hereafter be saved) and the 22 cents per passenger for the additional 11 miles, amount to \$23,will hereafter be saved) and the 22 cents per pas-senger for the additional 11 miles, amount to \$23,-281, which sum will be a gain to the Treasury by the adoption of the new arrangement. In this cal-culation no allowance is made for an increase of travel. No one can doubt that that increase will be very large when the lines of Railroads leading from the west to Philadelphia shall have been com-pleted. Some idea may thus be formed of the adpleted. Some idea may thus be formed of the advantages the State will derive from the carrying of passengers over the Philadelphia and Columbia Railroad, when the fact is taken into consideration that she will gain 49 cents on each Pittsburg passenger, and 30 cents on each passenger for Harrisburg and points west thereof, and east of Pittsburg, which now go into the treasury of the Pennsylvania Railroad Company. The contract with Messrs. Brough & Dock is for four years. During that period, the gain to the State, on the business of the nia Kailroad company. The contract with ansesses, Bixachin & Dock is for four years. During that the priod, the gain to the State, on the business of the last year alone will amount to \$93,124. The increase of travel on the State road, in IS51 over 1850, was 22 per cent. It is, therefore, fair to presume that the annual increase for the next four years will be 20 per cent. At this rate of increase, the Commonwealth will gain by the adoption of the new system, during the continuance of the contract, the sum of \$150,000. In the present state of the public finances, the Board surely need offer no apology for acting upon the belief that this large sum should justly enure to the Treasury of the people, and not be permitted to swell the receipts of a private corporation.

The allegation that the loss will accrue by the change in the item of emigrant tolls, stands on the same footing with the numerous other misrepresentations with which the public ear has been abused. The Board have under consideration a proposition for a more equal distribution of the tare received from emigrant travel than now exists, by which the received from emigrant travel than now exists, by which the received from the proposition of the tare presents.

from emigrant travel than now exists, by which the revenue from that source will be increased. But, if no change should take place in this particular, the tolls received by the State on those emigrants

the tolls received by the State on those emigrants will be exactly the same under the new system as under the old—the parties transporting them after they leave the State road, being charged with the cost of carriage over that road.

In a previous portion of this statement, it has been shown that the officers of the Pennsylvania Railroad have asserted that that company made no profit from carrying passengers over the State road. Messrs, Bindham & Dock are to receive five mills per mile on each passenger, as connecessation in full per mile on each passenger, as compensation in full for the whole service to be performed by them, with for the whole service to be performed by them, with the exception of the conveyance of the mail. The Pennsylvania Railroad Company are permitted to charge 25½ mills per mile on each passenger. After the payment of State tolls, (drawsbacks deducted) they have the following amounts left for profits and transporting expenses:—

On Pittsburg passengers, - 9 3-10 mill permile. On Harrisburg passengers, - 6 6-10 ""

On Baltimore passengers, - 11½ ""

On way passengers, - - 5½ ""

When it is considered that these are the rates

contractors for the same service as is now render-ed by that company, will appear to be extremely low. Besides, the contractors are bound to put on none but the very best cars, and to afford every possible comfort to passengers. They are erect-ing a splendid depot in Philadelphia, where the passengers will get in and out of the cars under cover, instead of being taken up or put down, as was the case before this contract was entered into, was the case before this contract was entered into, in an open public street, exposed to the inclemency of the weather. The officers of the company have asserted that this service could not be performed for five mills, and that no responsible persons could be found to do it at that price. The contract affords indisputable proof that their judgment is not infallible.

The Board have thus in as brief manner as the

The Board have thus, in as brief manner as the subject would permit, presented a plain statement of all the facts relative to their action in assuming of all the facts relative to their action in assuming the control of carrying passengers over the State road, and to the several questions which have been made a subject of controversy. They have made in assertion which they are not prepared to prove even in a court of justice. It is with great reluctance that they have made this explanation. But they had no alternative. In the performance of their duties, they found that a portion of the profits from the public improvements, which legitimately and the other, that much of the profits that have heretofore gone into the pockets of a few, will hereafter enure to the benefit of the public Treasury, they will regard that charge as a phrenzied effort to put down, by the use of claptraps, a measure founded on reason, and justified bratte public exigencies.

4. The allegation that the contract with Messra.

BINGHAM & Dock is a lease of the road to those gentlemen, is not sustained, either by the facts of the case, or by the terms of the instrument. The licious representations of their action and its elicious representations of their actions of the public presentations of their action of the propriety, the necessity, and the legality of the measure. For this they have been ruled as a propriety and the public presentations of the public presentations of the propriety and the public presentations of the propriety belonged to the State Treasury, were diverted into that of a private company. They determined to correct the wrong. They determined to a private company. They determined to that of a private company. They determined to that of a private company. They determined to that of a private company. They determined to a private company. The fects. Several of these misrepresentations it now acknowledged, if not actually written by the directors or officers of the Pennsylvania Railroad Company, were paid for, either by the one or the other. But these off-repeated missiles shall not deter the Board in the discharge of a high public duty. They have adopted a measure which will prove of great advantage to the Treasury of the Commonwealth, and afford increased comforts to should properly be applied to relieve a heavily burdened tax paying community should go into their own private coffers—and they have appealed to the poople to sustain them in their position, and in their denunciations of the Canal Board. Let

in their denunciations of the Canal Board. Let them abide the result. Conscious that they have have acted for the best interest of their constiuents, and that the wisdom of the measure which they have adopted will stand the test of the severest sergitiny, the Board will take no further public notice of any statements upon the subject emanating from the officers and directors of the Pennaylvania Railroad Company and their adherents.—They have other and higher duties to engage their attention, and, with this statement, they leave the whole matter to the calm and candid consideration of the people of Pennsylvania; with an abiding confidence that the result of that deliberation will not be prejudiced by the artful appeals of officers of a private corporation which is now seeking to destroy the revenues from the public works, by appropriating them to its own use. ropriating them to its own use

SETH CLOVER.

NEW ORLEANS, July 30 .- We have later advices from the city of Mexico, which state that much alarm existed in the Mexican capital, in consequence of a horde of Northern Indians having per etrated to within 200 miles of the city, committin great outrages, and laying the country in waste— The Indians had had several battles with the Mex icans, in which the latter had been defeated, and the utmost alarm prevailed. The Indians are said to be 1500 strong and well armed.

THE PEACH CROP.-The Mount Holly Mirror learns that there will be a very light crop of peacher in New Jersey this year, and in some parts of Del aware the crop, it is alleged, will be only about half the usual quantity. The Wilmington Republican, however, says that in that section of the State there will be a full crop. Some 60,000 baskets were sent from Delaware city last season, and it is thought as many more will be sent the present season from all appearances. From 50 cents to \$1 is expected realized per basket, and the Reybolds, it is reported, are unwilling to engage in advance even at \$1 a basket. The early fruit will be in market in

C ty Property at Private Sale.

THE subscriber will dispose, of at private sale, on reasonable terms, all that fine DWELLING HOUSE and piece of ground, with the buildings adjoining, now in the occupancy of Mr. Sanderson, and well known as connected with the establishment of the "LANCASTER INTELLIGENCER."

This property is situated in the city of Lancaster, in Market Square, and consists of an excellent TWO STORY RESIDENCE.

TWO STORY RESIDENCE, built in modern style, with pariors, bedrooms, and offices, the latter of which are occupied by the Editor. There is also attached a new Three Story Brick Building, with a Dining Room, Kitchen, Bathroom, with bath for hot and cold water, and fine airy and comfortable chambers. Attached is also a brick Smoke House.

On the rear of the lot is a two story BRICK BUILDING, now occupied as a Printing Office, but which, from its position, might be easily converted into a residence for a small family. There is a bydrant and plenty of water in the yard, in the

is a hydrant and plenty of water in the yard, in the dwelling and office.

To a lawyer or a printer this property offers many advantages. It is in a central position, in the neighborhood of the Courts, County Offices, Markets, and principal Hotels, and is withal located quietly and pleasantly.

An indisputable title will be given, and the terms will be made to suit purchasers.

For further particulars, enquire of James L., Reynolds, Esq., Attorney at Law, Lancaster, who is my Agent, and who will make known the terms.

JOHN W. FORNEY. March 23, 1852.

Valuable Proporty Fer Sale, The large and commodious HOUSE formerly occupied by the subscriber in South Large and commodious HOUSE formerly occupied by the subscriber in South Large Queen street, opposite the Odd Fellows' Halt.—There is an extensive range of back buildings, gas and water are introduced; and there is, in addition, two wells of excellent water on the premises and the privilege of a third on the line of this and the adjoining property. The property would be suitable for a public house, or a boarding house, the buildings in the rear might be converted inor the buildings in the rear might be converted into a number of small dwelling houses, which, oh
account of the premises being near the Concestoga
Steam Mills could be readily rented to advantage.
ELLIS LEWIS.

Private Sale.

THE subscribers offer at private sale all that certain FURNACE for the sinelting of Iron, Casting House, Steam Engine, Boilers, Blowing Apparatus, Pudding Furnace, Coal House, Office, and out-buildings thereto belonging, and the land whereon the same is erected, containing THREE ACRES AND FORTY PERCHES, stuate in the southern part of the city of tanganger.

Apparatus, Puddling Furnace, Coan House, Omee, and out-buildings thereto belonging, and the land whereon the same is erected, containing THREE ACRES AND FORTY PERCHES, situate in the southern part of the city of Lancaster, near the Conestoga Navigation on the turnpike road leading to Willow Street, adjoining to lands of Abm. Hostetter, dee'd, Robert Powers, dee'd, at 195 Water street, New York.

100 Cook or Housekeeper in creation will be with the cut trial trial. The very lightest, out it after given it a fair trial, The very lightest, most tender and palitable biscuit, bread, cakes, pastry, &c., can be made in half the usual time whicher the Flour be of the best quality or not, with this article. Sold by the psincipal Grocer's and Druggists. Principal Office and Manufactory and other formerly known as Ford's Furnace. and others, formerly known as Ford's Furnacce and Forge.
All the buildings are of the most substantial kind, For terms apply to the subscribers in the city of Lancaster.

HENRY R. REED,

THOS. BAUMGARDNER, SAVE YOUR MONEY.

Charles P. Freeman & Co., (Late Freeman, Hodges & Co.,)

(Late Freeman, Hodges & Co.,)

IMPORTERS AND JOBBERS,

144 Broadway, one door south of Liberty Street,

NEW YORK.

HAVE now on hand, and will be receiving daily
through the season, New Goods, direct from
the European manufacturers, and cash Auctions,
rich, lashionable, fancy Silk Milinery Goods. Our rich, fashionable, fancy Silk Milinery Goods. Our stock of rich Ribbons, comprises every variety of the latest and most beautiful designs imported.

Many of our goods are manufactured expressly to our order, from our own designs and patterns, and stand unrivalled. We offer our goods for nett cash, at lower prices than any credit house in Amrica can afford.

All purchasers will find it greatly to their interest to reserve a portion of their money and make selections from the contract of the

to reserve a portion of their money and make se-lections from our great variety of rich cheap goods. Ribbons rich for Bonnets, Caps, Sashes and E Bonnet silks, satins, crapes, lisses and tarletons. Embroideries, collars, chemisetts, capes, berthas. Habits, sleeves, cuffs, edgings and insertings. Embroidered reviere, lace, and hemstitch cambric sions, and embroidered laces for caps.

Bionds, Hussons, and embroidered inces for aspa-Embroidered laces for shawls, mantillas, and veils. Honiton, mechlen, valencienes, and Brussels laces. English and wove thread, Smyrna, Lisle thread. Kid, lisle thread, silk, and sewing silk, gloves,

French and American artificial flowers. French lace, English, American, and Italian. Straw Bonnets and Trimmings.

Lancaster Tobacco & Segar Store,

Lancaster Tobacco & Segar Store,

North Queen St., adjoining Spangler's Book
Store, and three doors South of
Orange Street.

The subscriber respectfully informs his friends
and customers that he has just returned from
Philadelphia with the largest stock of Tobacco that
has ever been offered in Lancaster, comprising the
different brands fancy one pound lump, large and
small Congress, fine spun and large plug, Thomas'
Unique, Extra Eldorgdo, and superior Extra Oronoko, which he is prepared to sell lower than any
other house in Lancaster, He invites country
storekeepers to his large and varied stock of Tobacco, as well as to his splendid assortment of SU
PERIOR HAVANA AND PRINCIPE SEGARS, of
the choicest brands and of the finest flavor, he also he choicest brands and of the finest flavor, he also keeps constantly on hand the largest stock of

DOMESTIC SEGARS DOMESTIC SEGARS

In Lancaster, which he will sell lower than any other house in the city. The best segars in Lancaster can be had here; he warrants them equal to any manufactured in the State.

N. B. Also, imported Turkish Smoking Tobacco, warranted genuine

JOHN KUHNS.

SPRING & SUMMER ARRANGEMENT for 1852. A DAMS & CO'S Express are now running their own Cars accompanied by special messengers and iron safe. They are prepared to forward daily, (Sundays excepted,) with the fast mail trains, Boxes, Bundles, Parcels, Specie, &c., &c., to all points on the Central Railroad, via Lancaster, Columbia, Voct. Menual Loy. Middletone, Harrishurg, New. on the Central Railroad, via Lancaster, Columbia York, Mount Joy, Middletown, Harrisburg, New port, Mifflintown, Lewistown, Huntingdon, Spruce port, Mifflintown, Lewistown, Huntingdon, Spruce Creek, Tyrone, Hollidaysburg, Summit, Johnstown, Blairsville, Greensburg and Pittsburg:—via Cumberland Valley Road, to Carlisle, Shippensburg, Chambersburg. In all of above named places are regular agents who will attend promptly to the collection of notes, drafts, bills, bills, &c.

Goods will also be forwarded to most of the points on the West Branch of the Susquehanna.

Persons residing in the interior towns off the main route, can have packages forwarded with despatch from Philadelphia and other points by having them directed to any of the above named places.

laces.

Goods destined for any of the above places are forwarded by the 11 o'clock train daily.

Goods for Pittsburg, Cincinnati, Louisville,
Frankford and Lexington, Ky., Indianapolis, and St. Louis, by the night train.

Goods for the Eastern and Southern cities for warded daily by both morning and evening trains

The undersigned will give particular attention to filling orders forwarded to them by mail, (post pard,) when they are for goods to be forwarded by Express. No commission will be charged.

Offices: Philadelphia, 116, Chesnut street.

Lancaster, North Queen street, three doors south of the Bailroad. doors south of the Railroad.

J. G. THACKARA, Agent.

March 23, 1852.

9-tt

Lancaster Emporium of Taste CHARLES B. WILLIAMS, Professor of the Tonsorial Institute and Physiognomical HAIR CUTTER and extatic SHAVER, respectfully in forms the citizens of Lancaster, and strangers who may tarry here until their beards grow, that he still continues to carry on his business in NORTH QUEEN ST., OPPOSITE KAUFMAN'S

HOTEL,
where he intends prosecuting the Tonsorial business where he intends prosecuting the Tonsorial business in all its varied branches.

He will shave you as clean as a City Broker, and cut your hair to suit the shape of your head and the cut of your phiz, well knowing that the whole object and desire is to improve the appearance of the outer man. From long experience he flatters himself that he can go, through all the ramifications of the art, with so much skill, as to meet the entire upprobation of all those who submit their chins to the keen ordeal of his Razor.

Each gentleman furnished with a clean towel.

SHAMPONING done in the most improved style, and Razors sharpened in the very best manner.

Lancaster, Dec. 25, 1849.

Pearl Powder.

THE object of this Cosmetic is to harmonize and isoften the character of the complexion. Being an article entirely different from and much superior an article entirely different from and much superior to ordinary powder, it requires a small quantity in its application, and yet so identifies itself with the natural appearance as to be imperceptible to the nicest observer. To those ladies particularly who are subject to flushes of the face or neck, to such as are exposed to habitual or occasional agitations whether nervous or otherwise, the Pearl Powde affords harmless, effectual and most welcome relief it is also very cool and refreshing in warm weatner.

TOILET POWDER. TOILET POWDER.

The Toilet and the Nursery bear equal testimony to the value of this article; in both it is justly esteemed indispensable. To cool the surface of the skin—to conceal the effect of agitation—to allay chafing and irritation, are its functions. The proprietor directs his attention to secure purity and sweetness in the selection of the ingredients as well as neatness and exactness in its preparations. s a hydrant and plenty of water in the yard, in the as neatness and exactness in its preparations.

LARGE PORTABLE BUGGY UMBRELLAS. THIS is the most complete and convenient thing of the day, combining great luxury, for those who ride in Vehicles, without tops. Call and examine them at the Bee Hive Store.

WENTZ & BROTHER.

JUST opened another small job lot PARASOLS figured and plain fancy Satin and Silk, very cheap. Also, 1 case Blue and Orange Print, only 8 cents, 1 case Green Cabin, worth 10 cents, selling rapidly at 8 cents, 2 cases neat figured green Cabin only 64 cents.

heap. CHAS. E. WENTZ & BRO.,

June 29, 1852-tf-23) Bee Hive.

Important to Housekeepers! DURKEE'S BAKING POWDER.

A DAPTED for Families, Hotels, Boarding Houses, Eating Saloons, Ships, &c. This is a cheaper and more economical and convenient article for all kinds of baking than Soda, Cream Tartar, or any other preparation in existence. And it is so infinitely superior to the old system of baking, that on Cook or Housekeeper in creation will be with-

June 22, 1852.

NOTICE
TO THE CITIZENS OF LANCASTER CITY
AND COUNTY. AND COUNTY.

PHILIP DEICHLER respectfully notifies his old customers and the public generally, that he has removed to the room lately occupied by William Sayres & Son, in Kramph's building, N. Queen street, directly opposite the Post Office, where he constantly keeps on hand and will manufacture to order

Boots and Shoes of every description, made in the most fashionable styles, and of the best materials.

Dest materials.

He would particularly invite attention to a fine article of Cloth, Leather and Morocco CONGRESS BOOTS;

render general satisfaction.
eir interest act REPAIRING of all kinds neatly done at the make se-shortest notice. [april 23-13-tf]

FANCY AND PLAIN FURNITURE,

such as Bureaus, Desks, Tables, Sofas, etc., etc. Having had great experience in the business, he flatters himself that he can please all who may favor him with their custom. All orders will be prompt-

ly and satisfactorily executed.
OLD FURNITURE repaired at short notice.
37B. HEMRY will, at all times, be prepared to furnish COFFINS at the shortest notice and on the Lancaster, June 1, 1852.

NEW MARBLE WORKS, (SIGN OF TWO LARGE MARBLE LIONS TOMBS, MANTLES, MONUMENTS, GRAVE

STONES ND every description of Marble and Sand Stone A ND every description of man beautiful style at the Marble Works of Charles M. Howell, North Queen street, east side, between Orange and Ches-nut streets, and nearly opposite to Van Kanan's

The subscriber thankful for past favors, would in The subscriber thankful for past favors, would inform his friends and the public in general, that his establishment is now opened at the above location, where he will be happy at all times to wait upon customers and manufacture to order every thing appertaining to, his line of business, in the most approved style of the profession, and at the most reasonable

rates.

He is constantly receiving at his Marble Works
full supplies from the city of Philadelphia of
AMERICAN AND ITALIAN MARBLE, which is superior to any thing of the kind in this city Letters in English and German, engraved in th nost elegant manner.

His facilities are such, that all orders will be filled

with the greatest promptness and in the best appro Persons wishing Monuments are informed that his

Persons wishing Monuments are informed that his collection of designs are new and original and so full and complete that they can make a selection without difficulty.

He invites the public to call at his Works, and view the beautiful assortment of Monuments, &c., Builders and others in want a MARBLE MAN-TLES. should visit his Wars-Rooms and examine his

plendid stock on hand.

CT SAND STONE for Sills, Steps, Curbing, Cemtary purposes, and fronts of buildings, at the low-strates. orders received for all kinds of Iron Railing.

CHARLES M. HOWELL. Dec. 23. [ly.

Hugh S. Gara AT THE CHEAP EAST KING ST., STORE
Would again call the attention of his friends
to the assortment of new SPRING GOODS, now opening at the old stand, comprising a general

LADIES' DRESS GOODS, of the newest patterns, such as Black and Colored Silks, Bereges, Poplins, Berege de Laines, Linen Lustres, Ginghams, Lawns, &c., all of which are worthy of attention, and what is most important, will be sold at a bargain. We are also opening a fine assortment of goods suitable for MEN AND BOYS' WEAR, including the various shades and styles of Contractions.

MEN AND DOLS WEAR, including the various shades and styles of Cashmarets, Summer Cloths, Tweeds, Cassimeres, Jeans, Cottonades, &c., which will be found very cheap. Also just received a fresh supply of Also just received a fresh supply of HOUSEKEEPING GOODS,

which will be sold at reduced prices, includic Checks, Tickings, Shirting and Sheeting Muslin Linen and Embossed Table Covers, Floor a Table Oil Cloths, Carpet Chain, Prime Feathers, & all of which, with our large and varied stock of GROCERIES AND QUEENSWARE, with desire are examination of, to satisfy we but desire an examination of, to satisfy the closest buyers, that it will be to their interest to call before buying elsewhere.

Remember the old stand (formerly D. Cockley's)

in East King street.

april 1-10-tf]

HUGH GARA,
(Late Gara & Swope.) Franklin Shaving Saloon. REMOVAL.

WILLIAMS respectfully informs his friends
and old customers, that he has removed his

SHAVING SALOON

from Centre Square to West King Street, in the room formerly occupied by M. Resh, between Ha-ger's: store and Cooper's Red Lion Hotel, where he will be pleased to see all those who have here pleased to see all those who have here to fore patronized him.
37 He still continues the SHAMPOONING business. Those who wish to enjoy this luxury should call at his shop, as he is confident of giving satisfaction.

[aug 13 0-ti-3975]

SURE CURE. BALTIMORE LOCK HOSPITAL

HERE may be obtained the MOST SPEEDY REMEDY for SECRET DISEASES. SECRET DISEASES.

Gonorrheas, Gleets, Strictures, Seminal Weakness, Loss of Organic Power, Pain in the Loins, Disease of the Kidneys, Affections of the Head, Throat, Nose and Skin, Constitutional Debility, and all those horrid affections arising from a Certain Secret Habit of Youth, which blight their most brilliant hopes or anticipations, rendering Marriage, etc., impossible. A cure warranted or no charge.

no charge. YOUNG MEN SOUNG MEN especially, who have become the victims of Solitary Vices, that dreadful and destructive habit which annually sweep to an untimely grave thousands o young men of the most exalted talents and brilliant intellect; who might otherwise have entranced listening Senates with the thunders of eloqueace, or waked to ecstacy the living lyre, may call with full confidence.

MARRIAGE.

Married persons or those contemplating mar-

Married persons, or those contemplating mar-riagre being aware of physical weakness, should immediately consult Dr. J. and be restored to per-

immediately consult Dr. J. and be restored to perfect health.

OFFICE, No. 7. South FREDERICK Street,
BALPIMORE, Md., on the left hand side, going
from Baltimore street, 7 doors from the corner—
Be particular in observing the name and number or
you will mistake the place.

DR. JOHNSTON,
Member of the Royal College of Surgeons, London, Graduate from one of the most eminent Colleges of the United States and the greater part of
whose life has been spent in the Hospitals of London, Paris, Philadelphia, and elsewhere, has affected some of the most assonishing cures that were
ever known. Many troubled with ringing in the
gears and head when asleep, great nervousness, being
alarmed at sudden sounds, and bashfulness, with
frequent blushing, attended, sometimes, with de-

frequent bluehing, attended, sometimes, with de-rangement of mind, were cured immediately. requent blushing, attended, sometimes, win de-rangement of mind, were cured immediately.

TAKE PARTICULAR NOTICE.

Dr. J. addresses all those who have injured themselves by private and improper indulgencies, that secret and solitary habits, which ruin both body and mind, unfitting them for either business

or society.

These are some of the sad and melancholy ef-These are some of the sad and melancholy effects produced by early habits of youth, viz. Weakness of the back and limbs, Pains in the head, Dinness of Sight, Loss of Muscular Power, Palpitation of the Heart, Dyspepsia, Nervous Irrinability, Derangement of the Digestive Functions, General Debility, Symptoms of Consumption, &c. Mentally.—The tearful effects on the mind are much to be dreaded: Loss of Memory, Confusion of Ideas, Depression of Spirits, Evil of Foreboding, Aversion of Society, Self Distrust, Love of Soltude, Timidity, &c. are some of the evils produced.

Solitude, Timidity, &c. are some of the evils produced

NERVOUS DEBILITY.

Weakness of the system, Nervous Debility and premature decay generally arises from the destructive habit of youth, that solitary practice, so fatal to the healthful existence of man, and it is the young who are the most apt to become its Victims from an ignorance of the dangers to which they subject themselves, Parents and Guardians are often misled with respect to the cause or source of disease in their sons and wards. Alas! how often do they ascribe to other causes the wasting of the frame, Palpitation of the Heart, Dyspepsia, Indigestion, Derangement of the Nervous System, Cough and Symptoms of Consumption, also those serious Mental effects, such as loss of Memory, Depression of Spirits or peculiar fits of Melancholy, when the truth is they have been caused by indulging Pernicious but alluring practices, destructive to both Body and Mind. Thus are swept from existence thousands who might have been of use to botheir country, a pleasure to their triends, an ornament to society.

WEAKNESS OF THE ORGANS

their country, a pleasure To their friends, an ornament to society.

WEAKNESS OF THE ORGANS immediately cured and full vigor restored.

Oh, how happy have hundreds of misguided youths been made, who have been suddenly restored to liealth from the devastations of those terrific maladies which result from indiscretion. Such persons, before contemplating

MARRIAGE, should reflect that a sound mind and body are the most necessary requisites to promote communitation happiness. Indeed, without this, the journey throllife becomes a weary pilgrimage; the prospect hourly darkens to the view; the mind becomes

Cabinet Making.

Benjamin Henry, Plain and Fancy Cabinet Maker, Undertaker, 4c., at the corner of Duke and Vine streets, respectfully informs the citcomes blighted with our own. Let no false delica-

comes blighted with our own. Let no talse delicacy prevent you, but apply immediately. He who places himself under the care of Dr. JOHNSTON, may religiously confide in his honor as a Gentleman, and confidently rely upon his skill as a Physician TO STRANGERS.

The many thousands cured at this institution within the last ten years, and the numcrous important Surgical Operations performed by Dr. J., witnessed by the Reporters of the papers and many other persons, notices of which have appeared again and again before the public, is a sufficient guarantee that the afflicted will find a skilful and honorable physician.

contracte that the inflated will find a samin and conformable physician.

N. B.—Shun the numerous pretenders who call hemselves Physicians, and apply to DR. JOHN-STON. Be not enticed from this office.

B. ALL LETTERS POST-PAID—REMEDIES SENT BY MAIL.

LOOK HERE.
GREAT ATTRACTION AT GEIDNER'S HAT AND CAP STORE,

N. W. Corner Centre Square, Lancaster, Pa.

THE subscriber is truly thankful to his friends
for past favors, and hereby informs his old cuscomers and the public in general that he has just
received from the city of Philadelphia, a large and
carefully selected assortment of lashionable
HATS AND CAPS,

Which together with those

suitable for the season—which, together with those of his own manufacture, makes his stock equal, it not superior, to any thing in this city. It consists in part of Russia, Beaver, Moleskin, Silk, Nutria, in part of Russia, Beaver, Moleskin, Silk, Nutria, Hungariah, California and Slouch Hats, and his stock of CAPS embraces every kind and quality now in the Philadelphia market, all of which will be sold lower than the lowest.

Hats of any quality and stylemade to order, with neatness and despatch—and afterwards ironed free

At his establishment it is always considered ary At his establishment it is always considered a pleasure to show goods.

30 Call at the Cheap Hat and Cap Store, N. W. corner of Centre Square, near Baumgardner's Store, and take a look at our assortment. Admittance free.

JAMES GEIDNER.

Lancaster, April 22.

EAGLE HOTEL.

J. & D. REESE, NFORM the public, that they have recently fit ted up this old and well known stand in North Queen street, two doors south of the Railroad, in first rate style, and that they are now prepared entertain travellers and others in the very best man-ner. Their Bar will always be supplied with the choicest liquors, and their Table with the best that the market affords. They also beg leave to state

that they continue their LIVERY STABLE, where can at all times be had, a good and genteel Horse, Buggy, Barouche, Carriage, Sulky, or Omni bus, on the most reasonable terms. They assure all who may favor them with their custom, that no efforts will be spared to render satisfaction

Lancaster Steam Sash Factory, &

Lancaster Steam Sash Factory, & Floor Board Planing Mill,
NORTH DUKE STREET, ABOVE CHESNUT.
OSCAR C. M. CAINES, respectfully informs the citizens of Lancaster city and county, that he is prepared to execute with promptness and dispatch, all orders in the Building Line; such as Door and Window Frames, Doors, Sash, Shutters, Pulling and Stationary Blinds. Monidings of variance. ing and Stationary Blinds, Mouldings of vari-natterns and sizes, Trunk and Packing Boxes, ous patterns and sizes, Trunk and Packing Bozes, &c., &c. Scroll Sawing, Splitting and Wood Turning done to order in a superior manner, atfair prices. Flooring and Weather Boards, always on hand, or worked to order, at short notice.

I also have the right for Lancaster County, for the manufacture and sale of Densmore's Premium Patent Hay Straw and Stalk Cutter—a superior ar-

Patent Hay, Straw and Stalk Cutter—a superior ar ticle, warranted to give satisfaction. Rights fo any of the adjacent counties, will be sold on reasonable terms.

Plans, Elevations and Specifications drawn and

Plans, Elevations and specifications drawn and Estimates given for public or private edifices. 30 Builders and others, wanting any article in me line, will please give me a call, as I am determined to do superior work, use good materials and charge reasonable prices.

O. C. M. CAINES.

Architect and Builder. Kossuth Hats.

THE largest assortment of all shapes and qualities can be had at AMER'S City Hat and look of the control of the

PROFESSIONAL CARDS.

ATTORNEY AT LAW, SURVEYOR AND CON-VEYANCER, LANCASTER, PA.

All kinds of Scrivining: Doeds, Mortgages, 7ills, Accounts, &c., executed with promptness and despatch.

and despatch.
Will give special attention to the collection of Pressures, and the prosecution of Military and other claims against the General and State Governments.
Cor Office in North Queen Street, opposite the National Hotel.

[may 25 1y-18]

National Hotel.

To the Public.

P. FIELDS, M. D., respectfully informs the citizens of Lancaster and vicinity, that he has opened a MEDICAL OFFICE, on E. King st., above Sprecher's Hotel, for the purpose of treating all kinds of diseases on safe and scientific principles. All surgical operations performed at the shortest notice. By strict attention to business, he hope to receive a goodly share of public patronage.

N. B.—Advice given at his office tree of charge. mar 30-10-6m]

A. P. F.

Dr. John McCalla,

DENTIST,
NO. 8, EAST KING STREET, LANCASTER.
BALTIMORE, Feb. 18, 1849

J ded rwo full courses of Lectures,
and graduated with high honors in the Baltimore College of Dental Surgory, and from his untiring energy, close application and study of the branches taught in said Institution, together with exhibitions of skill in the practice of his profession, we feel no hesitation in recommending him as worthy of public confidence and patronago.

C. A. Harris, M. D., D. D. S.,

Professor of Principles and Practice in the Baltim College of Dental Surgery.

C. O. Cone, D. D. S.,
Prof. of Operative and Mechanical Dentistry, Balt

Prof. of Operative and Mechanical Dentistry
College Dental Surgery.

BOARD OF EXAMINERS:
E. Parmley, M. D., New York.
E. B. Gardette, M. D., Philadelphia.
S. P. Hullihen, M. D., Wheeling, Ya.
E. Townsend, D. D. S., Philadelphia.
E. Maynard, M. D., Washington, D. C.
Lancaster, Nov. 12.

42-11 Pennsylvania Patent Agency: J. FRANKLIN REIGART
ONTINUES to execute Perspective and Sectional Drawings, and the proper papers, Cavests, Specifications, &c., and attends promptly to all business connected with the United States Patent

MACHINISTS AND INVENTORS will save time, trouble and expense by consulting him, relative to their Inventions and Claims, at his office, two doors South of Lancaster Bank, in the City of Lancaster. (leb 4-2-ti

Dib. S. Welghans.

SURGEON DENTEST, OFFICE-In Kramph's Building, NORTHEAST CORNER OF

Orange and North Queen Streets, LANCASTER, PA. Lancaster, July 3, 1849. William Whitehill,

TTORNEY AT LAW AND CONVEYANCER, has removed to Kramph's Row, Orange street, th door east of North Queen street. Lancaster, April 20, 1852.

WILLIAM S. AMWEG,

Attorney at Law, OFFERS his professional services to the public. He also attends to the collection of Pensions, nd the prosecution of all manner of claims agains the general government. His residence in the city of Washington for several years, the experience derived from the duties of the office, which he had filled during that time, and the mode in which claims of this nort are most speedly adjusted give the

most ample assurance that business placed in his hands will be attended to in such manner as cannot fail to afford satisfaction.

Office in South Queen street, second house below Nov. 20, 1849.

ANDIS & BLACK,

ATTORNIES AT LAW:

Office—Three doors below the Lancaster Bank,
South Queen Street, Lancaster, Penn'a.

All kinds of Scrivening, such as writing Wills,
Deeds, Mortgages, Accounts, &c., will be attended
to with correctness and despatch.

January 16, 1849

61

JACOB L. GROSS. Attorney at Law, Office, Centre Square, EPHRATA—opposite
Gross' Hotel,
WHERE he will attend to the practice of h s
profession in all its various branches. Also Surveying—and all kinds of Conveyancing writing Deeds, Wills, Mortgages, stating Adminis trators and Executors' Accounts, &c., with accu

acy and despatch. [April 23, '50-13-1y ISAAC BARTON, WHOLESALE GROCER, Wine and Liquor Store, 135, 137 North Second Street, Phila-delphia. [sept 11, '49-33-1y]

CHESNUT ST. HOUSE, SAMUEL MILLER. NO. 121 CHESNUT St., Between 3d & 4th at

PHILADELPHIA.

BOARDING \$1,00 PER DAY.

[may 14, 1850-1y-16] CITY HOTEL. NO. 41 & 48 NORTH THIRD STREET

Petlabelfeia. A. H. HIRST, Proprietor, Dec. 31, 1850. 49-1y

THOMAS C. SMITH, (LATE OF LANCASTER, PA.)
Proprietor of Franklin Hotel. No. 57 South street, BALTIMORE—in the immediate neighborhood of all the Railroad Depots and Steamboat Landings.

New Marble Yard.

EWIS HALDY, Murble Mason, respectfully informs the public that he has just received from the city of Philadelphia a superb stock of pure AMERICAN WHITE MARBLE, SPLENDID ITALIAN MARBLE.

SPLENDID ITALIAN MARBLE, and that he is now prepared to execute in the first style, MONUMENTS, TOMBS, AND GRAVE STONES of every variety and price, Mantels, Door and Window Sills, Steps, and in fact every thing pertaining to the marble business.

His facilities for furnishing articles in his line are unsurpassed by any other catablishment in the city, while he assures all who may favor him with their patronage, that his work shall be executed in the very best style, and on the most reasonable terms.

LETTER CUTTING IN ENGLISH AND GERS MAN done at the shortest notice, and in the most modern and elegant styles.

He respectfully invites the public to call and examine his work, being fully satisfied to rest his claim to public patronage upon its merits.

claim to public patronage upon its merits./
His establishment is in East Chesnut street, di-His establishment is in Last Cheant street, directly in the rear of Lechler's Hotel, and next door to Moderwell's old ware house, near the railroad. He has also opened a ware room in North Quaen street, nearly opposite the Bee Hive.

Dec. 3, 1850.

45 by

James Barber's WHOLESALE AND RETAIL CLOCK AND TIME PIECE ESTABLISHMENT,

PIECE ESTABLISHMENT,
South East corner of Second and Chesnut sts., Philad'a.

WHERE may be found a large and splendid assortment of the best modern Improved Eight
Day and Thirty Hour Brass and Alarm Clocks, and
Time Pieces, suitable for Churches, Halls, Hotels,
Steamboats, Railroad Cars, Parlore, Offices, Bed
Rooms, Kitchens, &c., which will he said in lote to mit Purchasers, from one to One Thousand, at the lowest cash prices.

N. B.—Clocks of all kinds Renaired and Warrant-