O painter, paint me a picture, Not "studies" of morn or eve, But bid the dumb canvas to utter The story my lips shall weave. Your brush shall be truth; your colors

The varied hues life wears— And, artist, to moisten your palette, When needed, I'll give you tears.

First, paint on the magic canvas A meadow of freshest green, With here and there a daisy Peeping the rocks between Rocks, ragged and sharp, and blood-stained Where tender young feet have gone, From the dead mother's icy bosom, To clamber the rocks alone.

Then paint me a weary desert,
O'erhung with a leaden sky,
Where never a bird could carol, And never a breeze sweep by, Dip your brush in the waters of March, And paint desolation there; A buried hope, and the grave of love, And the visage of deep despair.

Then, next, paint a fervid summer-A gorgeous tropical scene—
With bursting fruit and bleeding vines,
And the foliage rank and green;
With rosy clouds and golden O'erhanging the scene above— With my soul for your palette, artist, Oh, paint me this dream of love!

Then fill up your canvas, painter,
With clouds of misty gray;
To-morrow is yet in cloudland,
Our picture is done to-day,
Pil hang it where all shall honor
A talent so bold and free; But the name of the picture, artist,

Is known to but you and me! Household Economy. Contributed by George J. Henkels, Cabinet Maker Thirteenth and Chestnut.] Spring seats in sofas and chairs were first introduced about forty years ago, but the seats were made so hard that but little benefit was derived from the spring, except in appearance. When seats are made without springs, the hair used for stuffing sinks in service, and the cover becomes slack and wrinkled. The same occurs in hair matresses. Upholsterers are often blamed because the matress wears in to hollows, when no skill can prevent it, if the best hair is used. The better the quality of hair used, the more likely the matress is to wear down where a person lies. Common soft hair or even hog hair will wear more more evenly than the best hard hair will. The philosophy of this is very simple. The curl is put in hair by heat or steam, and the better the quality the more separate the hair will be, as is is a great consideration with uphol-aters to have the hair well separated, to give it elasticity. When the matress is made elastic, as it should be, no matter how thick it is through, the heat of the body in lying on it will take the curl out of the hair, and it will necessarily pack closer together, and sink into hollows in the sides of a double, or the centre of a single bed. If the hair is of inferior quality, even of pure hair, it packs closer together in working, and will wear more evenly. Hog hair having but little curl in it from its being only three or four inches long, packs very close and wears very evenly. One of the best evidences of the matress being well made of good hair is the fact that it wears in hollows under the sleeper. If the hair wears in lumps or knots it is common material. A good matress will first wear in hollows, and even, as the heat of the body having taken the curl out of the hair in the part most used in a short time, and it having sunk as far as it will the rest of the matress will sink the same after a time. But purchasers are too impatient to wait for this, and insist on having the hair re-picked and matresses made over again, when the same results will follow. Good matresses after four or five years service are always better and more comfortable than new ones. Spring matresses if not too unwieldy are infinitely preferable to the others. In constructing one, the materials used and the principle of construction, are the same as those of sofa and chair seats, and one explanation will suffice for all.

this shape both for strength and to prevent the rattling of the coils against each other, which would be the case if the spring was of uniform diameter. As it is the coils close with one another when compressed. The spring is sewed to the webbing composing the bottom of the seat, or if the bottom is of wood it is secured by pieces of canvass passed around the lower coil and tacked to the wood. It is very important to secure them properly for if they get loose at the bottom they will soon slip sideways and the whole seat will go down. Strong twine is then passed crossways eight times and is securely tied at the crossings both to the spring and the twine. The ends of the twine are then drawn tight and secured to the wood framing or outside of the seat. Heavy burlaps or canvass is then drawn tightly over the spring and well sewed around the edges. If all is well done so far, there is no trouble about a spring seat wearing well; even if stuffed with tow. Everything depends on the foundation. A strip of canvass is then stuffed in a roll, all around the edge of the seat, and the workman with a needle and fine twine stitches from four to six rows around it until he brings it at the top to a square edge. This is what is called "stitched edge," which is very elastic, and will not break down. The requisite quantity of hair is then carefully spread over the surface, and strong muslin is drawn tightly over this. This is the ordinary way for good seats. The best plan is to put a small quantity of hair and a second covering of burlaps and then quilt through and through thoroughly; afterward spread the hair and cover with muslin preparatory to final covering with finer materials. Much of the cheaper class of furniture is stuffed with tow cotton waste, plastering or goat's hair and shavings of wood. Even this kind of work will wear well if good springs are used, and they are properly secured so as to make a strong foundation. But this, unfortunately, is not the case, as the springs are set (sometimes only one in a seat) without being inscured at the bottom and instead of latics of the upper bur-laps. This kind the upper bur-laps. This kind the upper bur-laps and is easily the upper bur-laps and is easily the upper bur-laps.

misse upholstery work in furniture

swell and in good taste, should

wasairs and the seats not too frided on top. One hundred

2 2 the shape of the backs of

The spring is made of iron wire coiled

around a wooden form narrowed in the middle and expanding towards the top and bottom. It is made

dollars can be easily saved in upholstering a set of parlor furniture, if the maker desires to do so, and the deluded pur-chaser cannot detect its inferior quality until it develops its inferiority by use.

The Wreck of the Suwanee Augusta, Ga., Dec. 7.—The following statement of the Suwanee disaster is furstatement of the Suwanee disaster is furnished by the supercargo, Frederick Schultz:
The steamship Suwanee, Captain J. W.
Catharine, left New York on the 27th of November, bound to Brazos Santiago, with a heavy freight, the vessel being loaded down with her guards under water. The weather was moderate until after passing Absecom light, when the wind blew fresh and from the south and west, with a head sea. While light, when the wind blew fresh and from the south and west, with a head sea. While standing down for Cape Henlepen, bound for the Delaware Breakwater, the steamer struck on a shoal off Hersford Inlet, and finding it impossible to get her off, without lightening, threw over about 200 cases of heavy goods, when she floated off; she was then run for the Breakwater and anchored. After taking in some freight there, put to see on the 30th, with a strong westerly wind.

on the 30th, with a strong westerly wind. Nothing occurred up to the night of the 8d Nothing occurred up to the night of the 3d of December, when off the South Carolina coast, running down for Cape Romane light, a heavy gale set in from the south and east, the wind and sea increasing, until at midnight it blew a hurricane, the ship laboring heavily, and frequently falling off into the trough of the sea, taking water over the hurricane deck. From this time up to 5 A. M. the water gained rapidly, the steam and the water gained rapidly, the steam and hand pumps were kept going, and efforts made to lighten her by throwing over cargo. At 5 A. M. the water was within 12 inches of the fires, and the firemen up to their waists in water, trying to keep the fires going. At 6 o'clock, finding the ship must go down, got out boats and launched them safely, although the sea was running very

All the ship's crew left her in safety, and about an hour after we saw her go down. After leaving, the boats, three in number, steered to the north and west, the captain's boat, containing fifteen persons, being ahead, the other two boats, in charge of the chief mate and first engineer, keeping company. About 9 A. M. lost sight of the captain's boat, and having no compass in either of our boats, we shaped our course by the sun, trying to make land. About meridian we made a sail io the eastward. The first mate made a signal of distress, and both boats kept away for the friendly ship. It proved to be the brig Potomac, of Bucksport, Me., J. L. Snow, master, sixty hours from Charleston for Georgetown, S. C. The captain took us on board and did everything in his power to meet our necessities, All the ship's crew left her in safety, and thing in his power to meet our necessities, none of us having anything but the clothes we had on. He landed us safely at George-town, S. C., and under the providence of God we are indebted to him for our lives. We are under a dasting obligation also to Capt. Davis,of the steamer Fannie, for a free passage to this port, and his kindness to us while on board.

The following is a list of the ship's com-Captain's boat—J. W. Catharine, wife and two children; A. Smith, second assistant engineer; Wm. Hill, oiler; John Gill, fireman; J. Murphy, coal heaver: Thos. Shay, do. do.; Dr. Hadley, passenger; Senor Blank, passenger, Mexico; W. H. Brooks and Gilbert Smith, seamen; James Wise, steward; Frank, landsman; fifteen in all, who have not been heard from

not been heard from. Mate's boat, saved-Robert Pickens, first

Mate's boat, saved—Robert Pickens, first mate, Charles Fry, second mate; James Culter, ship's cook; W. Brown, seaman; Thomas Duffy, mess boy; Thomas Martin, coal heaver; J. W. Adams, second cook.

Engineer's boat, saved—Henry Mahley, chief engineer; W. H. Crawford, first assistant engineer; J. Fred. Shultz, supercargo; George Kirk, oiler; Hugh Simpson, fireman; Thomas McGlaughton, fireman; John Norman, seaman; Henry Buston, mess boy.

By Atlantic Cable.
Liverpool, December 7.—All the depots
of arms in this city have been placed under among the Irish population rendering these precautions necessary.

DUBLIN, December 7.—The purposes and proceedings of the Fenians in this island

monopolizes the attention of the Irish gov-The Grand Lodge of Orangemen has held a meeting, and issued an earnest call for all members of the Order to support the government in its endeavors to keep the peace.

London, December 7.—A rumor is circulating here and on the content that the Czar of Russia was invinced to Exercise. Czar of Russia was invited to France and England to take some measure by which

these governments may arrive at a mutual understanding in regard to affairs in the Island of Candia. Island of Candia.

PRESTH, December 7.—The Hungarlan Diet has agreed to the address to the Emperor of Austria, proposed by Mr. Desk, the leader of the Hungarian party.

ROME, December 7.—The officers of the French regiments, which have not yet left this city, took formal leave of the Pope at Vatican vesterday.

this city, took formal leave of the Pope at Vatican yesterday.

LIVERPOOL, Dec. 7, Noon.—The sales of cotion for the week, as reported by the Brokers' Circular, aggregate 66,000 bales. The market has been generally dull and quiet. To-day, however, a decline of \$\frac{1}{2}\$d, is rated, and the opening prices of middling Uplands are 13\$\frac{2}{2}\$. The sales to-day promise to reach 10.000. to reach 10,000.

London, Dec. 7, Noon.—The money market is quiet and steady.

Consols for money are quoted at 881, ex-The following are the opening sales of

American securities: Erie Raitroad Shares, Illinois Central Shares,

U. S. Five-twenties, 71
PARIS, Dec. 7, Evening.—It is said that
France will send a note, couched in strong terms, to the Government at Athens, to put terms, to the Government at Athens, to put a stop to its intrigues in the East, especially on the Island of Candia.

The rumor is current that M. Monestier will soon resign his position as Minister in

the cabinet of the Emperor.

Paris, Dec. 7, Evening.—The large fleet of French war vessels is now ready to sail for Marico.

for Mexico.

London, Dec. 7, Evening.—The official journal of Rome denies that the Pope ever told the United States Minister here it would be better for the Canadas to be annexed to the United States than fall into the hands of the Engique. the Fenians.
London, Dec. 7, Evening.—Consols closed

this afternoon at 881 for money.

AMERICAN SECURITIES.—The closing quotations were as follows:

tations were as ionores.
United States 5 20s,
Illinois Central,
Erie Railroad, Eric Railroad,
Liverpool, Dec. 7, Evening.—The market for Breadstuffs closed flat. The closing quotations for Corn is 39s. 3d.

The Provision market has been inactive ali day, and closed dull.

From Montana.

St. Louis, Dec. 7.—Letters from Montana relates terrible state of affairs among the small number of troops stationed at the dif-ferent posts, from Virginia city to Forts Smith and Kearney. A letter from Fort Smith says that from this point down to the Shifth says that from this point down to the Platte the road is a graveyard. About 150 men have been killed, as far as known. We have had no intelligence from Fort Kearney for many days, and fear that community the same statement of the same says that the same says that the same says that the same says that says the same says that says the same says that says that says the same says that says nication has been cutoff. The Crow Indians report 1,500 lodges of hostile Indians moving towards this post for the purpose of cap-

Wholesale Seizure of Distilleries. New York, Dec. 7.—Intense excitement exists amongst the distilleries. Fifty distilleries were seized in Brooklyn, yesterday, and many more will be seized to-day, both in that city and in Jersey City.

[Special Correspondence of Cincinnati Times]

We Engage a New Reporter...He Goes in Search of the Bridge to "Write her Up" ...His Adventures in Finding the Bridge...How He was Impressed...De-scription of it...Rules for Passengers,

Most everybody thinks he can "edit" on a newspaper; if he can't himself, he has a relative that he would like to see try it once. We have frequent applica-Sometimes they write us long letters about it; at other times they come and see us in person. Yesterday we had a call from one of the latter class. He was young man, with the odor of the fields about him; in fact it was his first visit to the city. He said he came "to hire out to edit," and wanted to know what we were "paying our hands." We asked him if he had ever reported.

"Once," he said, he sitatingly, "I was drafted and I—I reported." That was enough. There were so few who did report when drafted, that we wanted him as a curiosity. We directed him to make a trip across the new suspension bridge to Covington, and write it up for the paper. We told him, more-over, not to return without full particulars. He started on his mission, well pleased, and the following is OUR NEW REPORTER'S ACCOUNT OF SEE.

ING THE SUSPENSION BRIDGE. got on board a street car, and told the driver to drive me to the new suspension bridge, as ra-pidly as possible. He smiled a lit-tle, said "all right," and drove on. Asked a man how long since the bridge had "suspended," and how much it was likely to pay on the dollar. He replied that judging from the rate of charges established, he thought they would make it pay right smart on the dollar. I asked him if he wasn't down on the bridge. He said no, he was "down on the la d-

After a long ride through many streets the car stopped. The people all got out so I got out too, supposing that we had reached the bridge. But no bridge could I see anywhere. I went up to a big tavern labeled "Brighton House," and inquired for the bridge. and inquired for the bridge. They directed me to a bridge about half a mile away, which proved to be a canal bridge. Found that the great suspension bridge that I was looking for to report on was two or three miles in the opposite direction. Made another dash for a street car, hailed it and asked the conductor if he passed the big bridge.
"No," he yelled, "don't pass no-

body. "Could I reach it with your car?" I inquired. "Couldn't reach it with a fifty-foot

pole," he answered. I let him go on and was overtaken by another car. "Will you let me off when I reach the big bridge?" said I. 'Let you off anywhere for six cents,"

said he.

"But that is not in order"-"Order of the Superior Court." This was very unsatisfactory, but I got aboard and determined to look out for the big bridge myself. On we went, up one street and down another, taking on people and letting them off until I began to think we should never reach the bridge

have seen city fellers play the game, 'no*bridge* in it.'' Presently I found myself just where I started from, and then I was mad the excited state of feeling asked the conductor if he couldn't drive me any nearer to the bridge than that, but, pulling down a corner of his eye, he

at all. My trip seemed like billiards, as

said he couldn't see the drive. I concluded to walk. Asked astranger, I concluded to wais. Assets of a big "You haven't seen anything of a big "You haven't seen have you?" Told him I was looking right sharp for one. He colored angrily, evidently supposing that I wanted to make sport of him, and

said,
"Young man, there is one bridge you want to look right sharp for."
"What bridge is that?" said I inno-

cently.
"The bridge of your nose." He let fly at me, but I eluded the blow intended for my nose (I can blow my own nose, thank ye). I am not much of a fighter, but as an "eluder" I havn't met my equal—at least, not until I went in search of the big bridge, which eluded me for a long time.

At length, however, after wandering about for several hours without knowing where I was going, I happened to blunder into the right direction, and the majestic structure burst upon my view in all its grandeur and beauty. At first I was struck dumb with amazement. Then I was struck by an omnibus pole. I mounted a cart, so as to be out of the

way, and contemplated the work.
"What a wiry old fellow," thought I;
"and what sublime confidence he places in Masonry; enough to convince any one of the stability of everything

I shuddered to thing what a catastrophe it would be if some day, when loaded with people the big bridgeshould "bust" I walked around to the entrance to the

bridge, and was about to mount when a man said I mountent without an order from the Superintendent. I asked him where the Superintendent was, and he said he was on the other side of the bridge. If I got an order from him I

could cross.
"Very well," said I; "I will just step across the bridge and find him, and if he says I can't cross, I will come right

back again." Strange as it may seem, the proposi-tion was rejected, and I had to go over on a ferry boat. The superintendent had just left for the Ohio side. I insisted on going over the bridge, as the superintendent must have passed me coming over. I was allowed to do so. Every courtesy was extended to me on the trip, one man spatting me with tar, another daubing me (accidentally of course) with white paint, and another nearly pitching me overboard by running against me.

I gathered a number of facts concerning the bridge that will be of great interest to your readers. The exact length of the bridge I did not ascertain, but I am informed that it reaches from the Ohio to the Kentucky shore. Its height Ohio to the Kentucky shore. Its height from the water varies according to the depth of the water. During high water a man could easily jump down from any part of it. It is supported by cables of wire at present, but after it has been open for travel a spellit is expected to become self-supporting. They would not have made the cables so large, only it was necessary to do so in order to hold it was necessary to do so in order to hold those immense stone towers up. The those immense stone towers up. The bridge is very firm. I sprang on it in the centre with all my might, and it did not shake enough to be noticed much.

delphia.

OUTION AND LINEN BAIL DUCK of every wide, all numbers. Tentant centre with all my might, and it did not shake enough to be noticed much.

THE GRAND SUSPENSION BRIDGE.

We Engage a New Reporter—He Goes in Search of the Bridge to "Write her Up"

The shook me a good deal, though, All the wood work of the bridge is iron. The public are expect to observe the following:

RULES. No one allowed to run across the bridge faster than a walk. Street cars are excepted, however. They can run all day all all night. Boys will not be allowed to drive off

the bridge in the day time. Street sprinklers will settle the dust. Passengers who havn't dust enough to settle will not be admitted on the bridge. Any inattention on the parts of the

towers should be reported at once to the proper officers, and if proven they will be promptly discharged. Any one caught carrying off one of the main cables, will be prosecuted to the extent of the law.

People will not be admitted upon the bridge any faster than toll can be col-lected of them. This rule is imperative. Foot pads and garroters are respectfully requested not to cross the bridge under any circumstances.

AN EXTENSIVE SWAMP.—Says the Meadville (Pa.) Republican, speaking of Pymatuning Swamp: It heads in West Fallowfield Town-

ship, Crawford county, Pa., and runs its tortuous length through North Shenan-go, Sadsbury, and Pine Townships; into Ashtabula county, Ohio—some twenty-five miles in length. A sluggish channel passes through it, into which a pole can be thrust down fifteen to twentyfive feet, and in some places even farther. It is covered with a dense growth of hemlock, tamarac, and alder interspersed with an occasional spot of a few acres entirely free from trees or bushes, which is thickly covered with a luxuriant growth of wild grass which the farmers in the immediate vicinity, when the hay crop is light, harvest as a substitute. It is frequented by raccoons, mink, muskrat, foxes and turkey; and but a few years ago deer were found there. It is reported that a bear was seen a few days ago near Samuel Gehr's, on the edge of the swamp. Bruin, however, soon made tracks for the alders; and now each day 'signs of bear" are looked for with in-

Generally in spring and autumnan innumerable host of pigeons make this place a roosting spot. Then everybody is on the qui vive to go pigeon-hunting, They are hunted at night either by going into the bushes, with a sack across the shoulder, and picking them from the roost, which cannot be done unless it is a very dark night, or by shooting them, which is generally preferred. The hun-ters build a large fire on the bank, and one or two men will stay there, and keep up the fire and blow the horn to direct the hunters from the swamp when their sacks are full. Two go in together, one carrying lantern and sack, the other The gunner shoots, the lamp is lighted, game picked up and gun loaded then the light is extinguished again to prevent frightening the rest of the pigeons. The roar of the pigeons—for they are flying and singing all night—can be heard for miles; and the sound of the horns and roar of muskery remind one of the advance guard of an invading army.

EXHALATIONS OF PLANTS PRODUCING FEVER AND AGUE.—The Journal de Medicin de Bruxelles contains a letter from Dr. Hannon, Professor of Botany in the University of Brussels, confirmg the views recently promulgated by Dr. Salisbury on the cyptogamic origin of marsh or intermittent fevers, but stating that the facts mentioned by the distinguished English physician had long been recognized in Belgium. "In 1843," says Dr. Hannon, "I studied at the University of Liège. Professor Charles Morsen had created in me such an amount of enthusiasm in the study of the physiology of the fresh water algre, that the windows and mantelpiece of my chamber were encumbered with plates filled with Vaucheria Ascillatoria and conferve. My preceptor said to me, 'Take care at the period of their fructification, for the spores of the algae give intermittent fever. I have had it every time I have studied them too closely. As I cultivated my algae in pure water, and not in the water of the marsh where I had gathered them, I did not attach any importance to his remark. I suffered for my carelessness a month later. at the period of their fructification. was taken with shivering; my teeth chattered; I had the fever, which lasted six weeks."

Coal Statement. The following is the amount of coal transported over the Philadelphia and Reading Railroad, during the five days ending Thursday, Dec. 6, 1866; Tons.Cwt. From St. Clair.. Pottaville.... Schuylkill Haven. Auburn Port Clinton..... Harrisburg and Dauphi 21,887 12 4,742 02 - 26.629 14 .. 11,567 10

AMUSEMENTS.

RISLEY'S CONTINENTAL NEWS EXCHASE OHOICE SEATS

To all places of amusement may kad up to 9 0'olook any evening. TICKET OFFICE 630 CHESTNUT REMEMBER THE LITTLE ONES,

The Destitute and Orphan Children OF OUR COUNTRY'S DEFENDERS.

Grand Charitable Fair and Presentation Festival In Aid of the Home and School for the maintenance and Education of the Destitute Children of our Sol-diers and Sailors.

We, the Officers and Managers of "The Home and School." for the Education and Maintenance of the Destitute Children of our Soldiers and Saliors, earnestly solicit the sympathy, and co-operation in our FAIR AND GRAND PRESENTATION FESTIVAL. of all who desire with up to see "The Home and School" enabled to receive and care for all needy ones who seek its si elter and protection.

Mrs. General ULY-SEES GRANT. President.
Mrs. Holder, P. DALY, Acting President.
Mrs. Holder, P. DALY, Acting President.
Mrs. HOBERT FORSTER, 2d Vice President.
Mrs. HOBERT FORSTER, 2d Vice President.
Mrs. HOBERT FORSTER, 2d Vice President.
Mrs. JOHN S. VOORHIES, Treasurer
Mrs. DAVID HOYT, Secretary.
Mrs. HERVEY G. LAW Manager.
Mrs. J. VAN DALSEM, Manager.
The FAIR will open on the 10th of December and Coulting two weeks at the PIBLIO HALL, corner of BROAD WAY and TWENTY-THIRD Street, N.Y.
TO BE HELD AT

TO BE HELD AT

COOPER INSTITUTE, NEW YORK. An Appeal to the American People.

GRAND PRESENTATION FESTIVAL,
TO BE HELD AT
COOPER INSTITUTE, NEW YORK,
SATUEDAY EVENING, December 2d,
Under the Musical direction of THEODORE
THOMAS, Esq. On which occasion a Committee will
be chosen by the audience to award \$100,000 IN PRESENTS.

4,000 3,000 3,000 2,500 1,500 4,500

7,000 500 Table and Tea Spoons and Napkin Rings, 500 Table and Tea Spoons and Napkin Rings,

20 \$5...

1007 Call Belis and plated Fruit Kulves, \$3...

The balance to consist of the following articles,
viz: Busical instruments, Parior and Office
Furniture, Writing Cases Ladies Work Boxes,
Bio Gloves, Photograph Albums, Breast Pins,
Finger Rings, Genus Fob Crains, Ladies Gold
Watch Chains, Opera Glasses, Black Walout
Pleture Frames, Gentlemen's rashionable
Silk Hast, Ladies Newest Style Dress Hats,
American Emblem Cards for Parlor Amusement, Ergravings and Card Photographs of
distinguished Personages, Ladies and Gents
Riding. Whips, Buffalo Robes, Ladies Mink
Furs. Gents Fur Collars and Gloves, Music
Roxes, &c., &c., amounting of.

Making in the aggregate 200,000 Present valued at Signeyate 13,000 Presents. \$100,000 Orders may be sent direct to us, enclosing the mon ey from \$1 to \$25, in a registered letter at our risk, with stamp for return postage. Larger amounts should be sent in drafts or by Express, at the following CLUB RATES:

5 Tickets to one address \$450

Address all orders and communications to
THOMAS & CO., Managing Directors; or to
N. H. DAVIS, Agent for the Home and School,
616 Broadway, New York.
SPECIAL NOTICE.
We take pleasure in acknowledging, on behalf of the
Home and School; the liberal donation of \$500, made by
the Funita Sewing, Mechine Communications.

Home and School; the liberal donation or \$500, mane by
the Empire Sewing Machine Company, of go. 616
Broadway, New York.
Address all orders and communications to
THOMAS & CO... Managing Directors; or to
N. H. DAVIR, Agest for the Home and School,
Or to WM. T. WHISON, 630 Chestnut street Philadelphia. AMERICAN ACADEMY OF MUSIC.

The HANDEL AND HAYDN SOCIETY will give their First Concert of the Sesson. THURSDAY EVENING, December 13 1866.

Mendelsohn's Grand Oratorio of ELIJAH

will be performed. Folo parts by
Dr. C. A. GUILLMETTE. of Boston.
Mr. GEORGE SIMP JON. of New York.
Miss CAROLINE McCAFFREY, and
Miss H. M. ALEXANDER. of Philade phia.
The parts of the Youth and the Avgels' Trio by
three boys. selected from the choir and instructed by
Professor Pierce, Crasnist of St. Mark's Church.
The Chorus will tembrace over three hundred voices,
assisted by a Grand Orchestra of Jorly instruments,
the whole under the direction of CARL 8 ENTZ.
No subscriptions will be taken after MONDAY
MORNING, 10th inst. The Box Sheet will then be
open for the sale of famile tickets.
Admission to all parts of the House, \$1. Reserved
Seets in Parquet, Farquet Circle and Balcony, 50 cents exira.

No extra charge for reserved seats in Family Circle.

Drors will open at 7) o'clock; commence at 8 precliedy.
Subscribers can now get their tickets at TRUMP.
LER'S Music Store.

The Oratorio of "DAVID" will be the Second JANUARY 31, 1867. des s,m,w,th 4t2 NEW CHESTNUT STREET THEATRE.
CHESTNUT street, above TWELFTH,
Doors open at 7.
THIS (SATURDAY) EVENING,
TWELFTH NIGHT MR. JOHN E. McDONOUGH,

AR. JOHA E. MCDUNOUGH,
AND OF THE
SUCCESSFUL NEW DRAMA,
THE LONG STRIKE;
THE LONG STRIKE;
OR, THE WORKMEN OF MARCHESTER. OR, THE WORKEN OF MARCHESTER,
Produced with

NEW AND BEAUTIFUL SCENERY,
Among which may be named FULLER'S LAME,
CITY OF MANOHESTER BY NIGHT, THE TRIAL
SCENE, and the
GREAT TELEGRAPH SCENE,
In this last scene, news from all parts of the world,
received by the

THEATRE TELEGRAPH WIRE,
Will be read to the andience. THEAL NO.
Will be read to the audience.
To conclude with the three act Drama, entitled
THE GUNMAKER OF MOSCOW.
THE GUNMAKER OF MOSCOW.

MRS. JOHN DREWS NEW ARCH STREET
THEATRE. Begins at 7% o'clock.
TO NIGHT (Saturday), Dec. 8th, 1866,
Positively last night of Positively last night of MR. AND MRS. HOWARD PAUL, IN THE LADY-LIKE YOUNG MAN,

WALNUT STREET THEATRE. N. E. corner SIATH and WALNUT SIX. Commence at 7%.
SATURDAY NIGHT G & LA.
Seventh night of the popular Comedian,
MR. J. S. CLARKE
CLARKE as. JEREMIAH BEETLE
CLARKE as. SIMON PUREFOY
CLARKE as. JACK SHEPPARD
Tom Taylor's great Comedy of

CLARKE as M. J. S. CLARKE

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