

THE TEHUANTEPEC EXPEDITION.

The sailing of the United States Interoceanic Ship Canal Survey Expedition—The Names of the Officers—The Route, and the Opinions Expressed as to the Result.

The expedition fitted out by the authority of the United States for the purpose of surveying and exploring a route across the Isthmus of Tehuantepec for a ship canal from ocean to ocean will leave to-morrow for their destination from the Washington Navy Yard. It will proceed by way of Vera Cruz. That the expedition is at all under way is a cause for congratulation. For some time it was feared that it would have to be abandoned from want of an appropriation. An examination of the law, however, has shown that the Navy Department has ample authority to supply the necessary funds, even without a direct appropriation from Congress.

The expedition is commanded by Captain Shufeldt, and the small squadron, detached for the purpose, is composed of two vessels, the Kansas and the Mayflower, the former commanded by Lieutenant-Commander Farquhar, and the latter by Lieutenant Randall. Captain Shufeldt goes in the Kansas. It is thought that the expedition will be absent about six months.

The officers of the two vessels are to do the hydrographic work on the Atlantic side. The officers composing the party intending to operate in the interior and on the Pacific coast consist of Lieutenant-Commanders G. C. Remy, J. R. Bailett, and P. H. Cooper, hydrographers; Surgeon J. C. Spear, naturalist; Captain Bartlett, United States Marine Corps, photographer; Master Jasper, hydrographer; E. A. Fuentes, chief civil engineer; assistant civil engineer, T. W. Rae, who is second assistant engineer in the navy, and Mr. Somers, draughtsman.

The United States Government has now most sensibly come to think that a canal through the Isthmus of Tehuantepec would be of the greatest value in the development of the interests of the country; more so even than the improvement of the passes of the West. It is thought Tehuantepec offers the best military, political, and commercial inducements, though routes have to a greater or less extent been surveyed in the Isthmus of Darien and Nicaragua also. This expedition has been organized to ascertain the practicability of a ship canal at this point as preparatory to more elaborate surveys. To ascertain if enough water can be found at the highest points, if the harbors on both sides are or can be adapted for commerce, and if the country is free from the periodic inundations of the lower countries, the present party has principally been sent. At a later time in the season it is proposed to examine more particularly into the surveys of Nicaragua which have been made by distinguished engineers. But wherever the canal is located, our Government must necessarily become its guardian and push it forward to completion, thus furnishing a highway for the world's commerce.

The President of the Tehuantepec Railroad Company has received from Mr. J. J. Williams, their chief engineer, a report of the examination of the route specified. Mr. Williams visited the Isthmus, and in company with Mr. Eduardo Garay, the Mexican commissioner, conducted his investigations in the best manner. He considers the proposed route the proper one for the following reasons:—

First. No tunnel will be required on the entire route.

Second. It will require no very deep cuttings. The summit reach of the canal may be about five miles long, through a nearly level plain, with a depth of cutting but little more than sufficient to contain the water to pass the ships.

Third. There is a large extent of contiguous territory with an elevation above the summit, which, it is believed, contains streams that will afford water sufficient to supply the summit level.

He thus continues his report:— "According to Moro's survey, the natural surface of the ground at the summit of Tarifa is 624 feet above the sea. The town of Tarifa, five miles north of this, is somewhat elevated, in the midst of ground so level that in the rainy season it becomes inundated, for which reason this plain has been called the Lake of Tarifa. It is ascertained that, with a cut of a few feet at the summit of the pass, the waters to the south of the town of Tarifa would flow toward the Pacific, while those on the north side naturally run over gently descending ground as far as the Gozacoacanos on their way to the Gulf. The Alamoza river, six miles north of Chivela, is on the same level with the summit of Tarifa; hence it has been suggested that the waters of Alamoza, and of the other streams to the west of Tarifa, might be brought by trenches to the summit level of the canal. There is scarcely a doubt that, from these combined sources, a sufficient quantity of water can be obtained to supply a ship canal, estimating its highest probable requirements. Possibly either source would give sufficient. The streams east of Tarifa, from which it is proposed to bring the water, by means of feeders, to the summit level, are the Chicapa and Chitupa. On the former, at a place called Ultimo Rancho, the elevation is also on the same level with the summit of Tarifa. It is possible that by deepening the channel of the Chicapa, and of the waters of the Chitupa, might be brought to the summit level of the canal; in which case the summit reach might possibly be made as much as eight miles long, and thus avoid the necessity of bringing feeders from the Chicapa, Ocuta, Citune, or Alamoza rivers.

"As the only objection that can be made against the Tehuantepec Canal is the number of its locks (estimated to be from 60 to 65 on each side of the summit, depending upon the depth it may be thought necessary to excavate the summit, and will mention here that each lock of the Caledonia Ship Canal costs upon an average \$40,000. This amount, by 125, the greatest number estimated as required on the Tehuantepec, would give a cost of \$2,500,000. The cost of the Caledonia Canal, exclusive of the locks, was \$102,000 per mile. This amount by 125—22 miles of canal, proper and 122 of slack-water navigation, both estimated at the same rate per mile, to be on the safe side—would give \$28,250,000, and with the cost of the locks, or \$25,000,000, as the total cost of a ship canal across Tehuantepec. This is estimated precisely on the basis of the Caledonia Ship Canal. To show that the number of locks required on Tehuantepec is very far from being an insurmountable obstacle in the way of the construction of the canal, take for example the Chesapeake and Ohio Canal, with its 235 locks and its height of lockage of 319 feet, who will say with its before-mentioned advantage in view, that a canal across Tehuantepec, with one-third the height of lockage and less than one-third the number of locks provided, of course, there is no lack of means, cannot be constructed of twice its width and three or four times its depth, or sufficiently large to pass ordinary ships."

Mr. Williams says also that the locks should be built on the double transit plan, though the cost will be sixty per cent. more than single locks. In speaking of the harbors he makes the following recommendations:— "The fact of there being no delta at the mouth of the river Gozacoacanos and the constancy of the depth upon the bar from 12 to 16 feet, depending upon the winds and tides, which has remained unchanged, according to the history of the country, for nearly three centuries, proves that it has attained its regular, and indicates that an improvement, by deepening the channel to 18 or 20 feet, may be relied on as permanent. This being done, large vessels could, with some inexpensive improvement of the upper part of the channel, ascend the river 34 miles. I have seen ships opposite Minatitan, 20 miles up the river, loading in company from the Gulf alongside. The Ispana, also a large river, empties into the Gozacoacanos, some 16 miles above the Gulf, and is navigable for vessels for some 20 miles or more above its mouth. It may, therefore, be said that we have now on the Gulf side of the Isthmus of Tehuantepec, at the terminus of the proposed railway and ship canal, two rivers, the united length of which will form a harbor of over 50 miles in extent, sufficient, to say the least, to accommodate a very large number of ships, if not enough for the whole commerce of the world. As to the harbors on the Pacific, the lagoons can be made into one of the best in the world. Boca Barra, the outlet of the lower lagoon to the sea, can be deepened to the required depth by dredging and by utilizing the outward currents,

and a channel dredged through. The ruins of the canal to connect the Atlantic and Pacific harbors would commence on the Gulf side at the foot of the island of Tzacanchapa, the head of present ship navigation, 34 miles from the Gulf, and follow the meanderings of the river by means of locks and dams, or slack-water navigation, 125 miles, about 60 by an air line—upon which it may yet be thought advisable to make an artificial canal—to the mouth of the Malatengo. The fall of the river, on this distance is 120 feet, or a little more than one foot to the mile, mostly above the Saravia, requiring only 15 locks. From the mouth of the Malatengo, where the proposed route of the canal proper commences, for 30 miles by way of the Malatengo, the valley of the Chichibua and Tarifa rivers, to the natural summit of Tarifa Pass, the rise is 200 feet, requiring at most 73 locks. From the summit, 20 miles, down to the lagoons, the fall is 600 feet, requiring not to exceed 65, in all 150 locks. This number may be considerably reduced by cutting down the summit. For instance, if it should be thought advisable to cut down the summit 60 feet, it would make a saving of 12 locks, in which case the total number of locks would be reduced to 138—29 on the Atlantic and the same number on the Pacific slope.

"The most difficult portion of the canal to be built is between the Malatengo and the foot of the mountains on the Pacific plain, and is only about 25 miles long."

In the event of the surveys having a favorable result, some of the leading merchants of the country stand ready with capital to carry the matter through. The value of the cargoes belonging to the United States, England, and France, which would pass through the canal when completed, is estimated at \$298,553,380; and the vessels, with an aggregate measurement of 3,049,515 tons, and worth \$50 per ton, are estimated at \$152,475,750, making a grand total of \$451,029,130. Of this \$193,163,937 is estimated as the value for the United States trade, \$67,210,609 for that of France, and \$190,649,584 for that of England. Upon the above tonnage, the yearly income, at \$2 per ton, would be \$6,099,030, which is the estimated annual gross receipts from tolls upon ships belonging to the United States, England, and France. This calculation does not include the United States coasting trade on both oceans, nor the trade that might be expected from the other nations of the world not mentioned.

From this it will be seen that the proposed canal will not only be very beneficial to trade, but will also pay handsomely for its construction.

Permission to make the surveys has been asked of the Mexican Government by Secretary Fish, through Mr. Nelson, our Minister in Mexico, and assurances have been sent that it will be promptly granted. These necessary diplomatic arrangements will be made immediately on the arrival at Vera Cruz. Should the scheme at the worst turn out impracticable, which is far from probable, the necessary explorations will of themselves be of great value to commerce and science.

MUSICAL AND DRAMATIC.

"Man and Wife" at the Arch.

The drama of Man and Wife, produced at the Arch last evening, is an adaptation by the author and Mr. Barton Hill from Wilkie Collins' very powerful novel of that name. Mr. Hill's share in the piece we may presume to have been very small, and it may be accepted as a hasty rehash of the novel by Mr. Collins, who, like all the popular English story writers of the present day, was anxious to secure the profits of a stage version of his fiction in advance of other playwrights. Dramatized novels are rarely satisfactory, and Man and Wife has suffered quite as much at the hands of its own producer as it would probably have done had it received the attention of some one less interested in doing it full justice, and it certainly gives us a very low idea of the artistic sensibilities of an author to find him deliberately mutilating his own work as Mr. Collins has done in this instance. The reader of the novel ought not to expect to see all its features reproduced upon the stage; but where there is really good dramatic material there ought to be a reasonably good play, whether it adheres strictly to the novel or not. The subject treated in Man and Wife is dramatic in an eminent degree, and some of the scenes and situations—notably that in the second act, where, by a complication of events, a "Scotch" marriage takes place without either of the parties chiefly interested being aware that they have contracted ties that will bind them in the future—are highly effective in themselves, but are unfortunately diluted with verbiage and trivial explanatory points until much of the force is lost and they become almost tedious and uninteresting. The consequence of this is that the play drags terribly just in those places where it ought to be most rapid, and the opportunities of the actors to act are lost in the mass of unessential dialogue that they have to utter. The subject of the play as of the novel is the evil of the British system, or want of system, of marriage laws by which persons united under the loose regulations of Scotland or the complicated and unjust code that rules in Ireland are unable at times to tell whether they are married or not; and in the novel Mr. Collins has worked up the theme with all the skill for which he is famous. If he could have dismissed the novel from his mind altogether and written his play as an original treatment of the subject, he would have produced a much more powerful and effective piece. As it is, Man and Wife cannot be considered a very striking performance, despite the numerous good points it contains.

The actors last evening did their part towards making the play a success, and if they did not altogether realize to the fullest extent the characters of the book, the deficiencies of the materials with which they worked can be offered in extenuation.

The most striking feature of the performance was a very artistic and very humorous personation of the old Scotch waiter, "Bishop Riggs," by Mr. Craig. The "make-up" for this part was admirable, and Mr. Craig has seldom done anything better in the way of eccentric character acting. Miss Price performed the part of "Anne Sylvester" in a highly satisfactory manner, and Mr. Hill made an efficient representative of "Geoffrey Delamayn," the athletic villain of the play, although the part is not altogether in his line or calculated to bring out the strong points of his style. The remaining leading characters were creditably personated as follows:—"Sir Patrick Lundy," Mr. Mackey; "Arnold Brinkworth," Mr. James; "Lady Lundy," Miss Elsie Kiehl; "Blanche Lundy," Miss May Saville; "Mrs. Inchbold," Miss Mary Claire, and "Hester Dethridge," Mrs. Macder.

Man and Wife is handsomely placed upon the stage, with new and appropriate scenery.

The City Amusements.

At the Chesnut the comedietta of Naval Engagements and Cool as a Cucumber, with the lugard sketches, are announced for this evening.

To-morrow the extravaganza of Pluto, or the Magic Lyre will be produced.

At the Walnut Mr. and Mrs. Harry Watkins will appear this evening in the drama of Treadin' Down, or Under Two Flags.

At the Arch the drama of Man and Wife will be repeated this evening.

At the Eleventh Street Opera House

an attractive programme will be presented this evening.

At the Arch Street Opera House songs, burlesques, dances, and other features are announced for this evening.

At the American a variety performance will be given this evening.

MADIE CHRISTIE NIELSON will appear at the Academy of Music in concert to-morrow evening and also on Friday and Saturday evenings and Saturday afternoon. The sale of single seats and tickets commences to-day at the Academy of Music and F. A. North's music store, No. 1020 Chesnut street.

A GRAND PROMENADE CONCERT for the benefit of the widows and orphans of German soldiers will be given at Horticultural Hall on Thursday evening next. A number of eminent artists will appear, and a fine programme of musical selections will be presented.

THE FIRST CONCERT of the season of the Philadelphia Musical Academy will be given at Musical Fund Hall on Saturday evening next. An interesting programme of classical and popular music will be presented on this occasion.

CITY ITEMS.

MEN'S ENTIRE SUITS, As low as \$10. Better than elsewhere at \$12 to \$15. Others at \$12, \$13, \$15, \$16, \$18, \$20. Call and see.

Half-way between BENSNETT & CO. TOWER HALL, Fifth and Sixth streets. No. 515 MARKET STREET.

THE CITIZENS OF WASHINGTON will smile when they read the report of the census-taker and his report of the amount of stock, color, shape, and prices of the Great Brown Stone Hall of Rockhill & Wilson, Nos. 603 and 605 Chesnut street. Read his report:—

STOCK. Higher than the mountain's peak, Deeper than the ocean's deep, Stronger than the rock-bound coast, More numerous than the Philippine host.

COLORS. Colors of every tint and hue, Purer than the azure blue, Indelible as time and space, The hottest sun can't bleach efface.

SIZES. We'll fit the lad from three to ten, And all between that age and men; They fit the crooked, fat, and lean, And all the shapes that come between.

PRICES. Cheaper than the common trash, Better than the haberdash, That is sold around the town By Tom, and Dick, and Jack, and Brown.

TABLE SAUCES.—Under the name of Table Sauces, many compounds of doubtful merit have been offered to the public. The "Old Dominion," however, besides being the finest of being an American article, is one of the most famous that we have ever tasted. Its flavor is delightful, and its effects upon digestion decidedly advantageous. All dyspeptics should use it for its medicinal value, while epicures should employ it as a delicious appetizer. The "Old Dominion" is sold for less than half the cost of the imported sauces. The sole proprietor is Mr. S. J. Torbert, southwest corner Water and Arch streets.

AN IMPORTANT MEDICAL DISCOVERY.—The new process by which the French make the human body transparent has been discovered, or a similar process, by the celebrated Dr. Hassenpflug, so that he can examine the human body accurately and discover the precise nature of the disease. All cases wrapped in mystery should at once call on the Doctor at his office, No. 422 N. Eighth Street, Philadelphia. He cures when others fail.

A UNIVERSAL SURPRISE.—Nobody believed, before the introduction of PHALON'S VITALIA, or SALVATION FOR THE HAIR, in the possibility of a preparation for reviving the natural color of grey hair, as clear and transparent as the atmosphere, and as impalpable as alcohol. Every body believes it now. The old nostrums are discarded, and the Vitalia is admitted to be a perfect success. Sold by all druggists and fancy goods dealers.

GOODS intended for exhibition at the Georgia State Fair, to be held at Atlanta, commencing on the 19th instant, and passengers going in charge of the same, will be taken at a liberal reduction from regular rates. The fair will continue eight days. For further information, apply at the office of the Philadelphia and Southern Mail Steamship Company, No. 120 S. Third street.

IN THOUSANDS OF CASES.—Mrs. Winslow's Soothing Syrup for all diseases with which children are afflicted, such as teething, griping in the bowels, wind colic, etc., has been used with perfect and never-failing success in thousands of cases. It softens the gums, reduces inflammation, and allays all pain. Mothers, do not fail to procure it.

MR. WILLIAM W. CASSIDY, the Jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of the American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

THE OLD DOMINION SAUCE is made in wooden tanks, and is free from all metallic substances. It is a most wholesome condiment, and for steaks, chops, oysters, game, soups, etc., it has no equal.

HESTER'S DINING SALOON, No. 43 South Second street. Ten additional waiters in attendance to-day to accommodate the rush for heavy dinners at light prices.

MARRIED. FITZGERALD—MARLEY.—On the 6th instant, at the residence of the bride's parents, by the Rev. P. S. Heaton, JAMES L. FITZGERALD, of Camden, to EMMA E., daughter of William Marley, Esq., of this city.

MURPHY—SIMES.—On the 10th instant, by the Rev. E. Villiger, WILLIAM H. MURPHY to ADELINE E. SIMES, both of this city.

DIED. CLYMER.—At Reading, on Saturday evening, October 9th, ELIZABETH M. B. CLYMER, wife of the Hon. Hester Clymer, and daughter of the late Matthew Brooke, of Birdsboro.

The funeral will take place on Wednesday, the 12th instant, at 11 o'clock A. M. The relatives and friends of the family are invited to attend without further notice.

DEAL.—On the 9th instant, ADELINE DEAL, wife of William Deal, in the 55th year of her age. The relatives and friends of the family are respectfully invited to attend the funeral, from her husband's residence, No. 441 Diamond street, on Thursday afternoon, at 1 o'clock. Services at Colcock's M. E. Church, at 2 o'clock. Body to be placed in the vault.

GRINL.—Suddenly, of congestion of the brain, on the 5th instant, FREDERICK GRINL, Sr., aged 56 years 1 month and 22 days. The relatives and friends of the family and St. Paul's Society are respectfully invited to attend the funeral, from the residence, No. 407 Oxford street, on Thursday afternoon, at 1 o'clock. To proceed to St. James' Church, Interment at Lutheran Cemetery.

SWENDEY.—On the evening of Tenth month, 9th, 1870, MARY ANN, wife of William W. Swendey. The relatives and friends of the family are invited to attend the funeral, from her husband's residence, Frankford, on Monday day (WEDNESDAY), Oct. 12, 1870, with a choice selection of FALL AND WINTER STYLES OF HATS, BONNETS, SUITS, ETC., at prices unequalled. Her patrons and the public attention respectfully solicited.

MILLINERY, ETC. MILLINERY OPENING.—34 MISS E. EYRE, No. 519 SOUTH ELEVENTH STREET, will open to-morrow (WEDNESDAY), Oct. 12, 1870, with a choice selection of FALL AND WINTER STYLES OF HATS, BONNETS, SUITS, ETC., at prices unequalled. Her patrons and the public attention respectfully solicited.

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GRAND OPENING OF BRIDAL SILVER, MONDAY, October 10. BAILEY & CO., CHESNUT AND TWELFTH STREETS.

CARPETINGS. 34 SOUTH SECOND STREET 34. CARPETINGS. HAVING REMOVED TO OUR NEW STORE, we are offering superior inducements in Carpets, Oil Cloths, Mattings, Window Shades, Druggets, ETC. ETC.

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GOULD & FISCHER, Successors to J. E. Gould, No. 923 CHESNUT ST., No. 1015 ARCH ST. CO-PARTNERSHIP.—MR. WM. G. FISCHER (now in the Piano and Organ Business, No. 1015 ARCH and No. 21 N. ELEVENTH ST.) has this day become a partner of J. E. GOULD, No. 923 CHESNUT Street. 9 16 st

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