PNEUMATICS.

Atmospheric Pressure as a Motive Power.

The Experiments that Have Been Made in England, and How They Have Succeeded.

Description of the Tubes, Trucks, and Exhausting Apparatus.

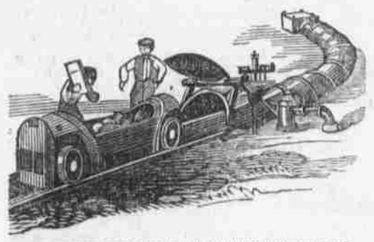
Projects for Introducing the Pneumatic Despatch into the United States.

Etc., Etc., Etc., Etc., Etc., Etc.

The employment of any one of the forces of nature as a motive power has always at the outset encountered a strong opposition, and generally not a little ridicule; although it can be said, for the credit of mankind, that this ridicule springs only from the ignorant, and the opposition mainly from those whose temporary interest will be incommoded to some extent by the change. The history of the discovery and gradual application of steam to its present manifold uses affords a sufficient illustration of this fact. But now that the world is encircled with iron tracks, and every ocean, lake, and river traversed by vessels thus propelled, the thoughtful men who are never content with the achievements of the present are earnestly inquiring as to whether there is not another motive power which nature, in the richness of her stores, still holds in reserve. This spirit, which will never rest from its researches so long as there is a remote possibility of adding to the present stock of the world's knowledge and experience, has within the past few years been richly rewarded by the adaptation of atmospheric pressure as a motive power. The achievements of this new motor, and the manner in which it is made to operate, will be best understood by a description of the experiments which have been made in this connection.

The First Pneumatic Despatch.

The first attempt to transport loads through a closed tube by means of atmospheric pressure, was made at Battersea Fields, London, in the month of July, 1861, resulting in a most unequivocal success. Twenty years previous to this an experimental atmospheric railway had been attempted, the main difference between the two being that in the railway the load was drawn upon rails immediately outside the tube, while in the Battersea Fields experiment the load was drawn through the tube itself. In the accompanying cut are represented the tube, the car, and the machinery by which the one is propelled through the other.



THE BATTERSEA FIELDS PNEUMATIC DESPATCH.

The tube as represented above is of cast iron, in sections nine feet in length, and weighing about a ton, fitted to each other by an ordinary socket-joint. The trucks were constructed of wood, about seven feet long, and enclosed in sheet-iron. Each one was furnished with four flanged wheels, a foot and three-quarters in diameter. The rails on which the trucks ran back and forth were raised ledges, one inch in height and two inches in width.

The propelling power was a simple exhausting fan. At a distance of three feet from each other, two large branch-pipes rose from the tube, having circular mouths, three feet in diameter, opening towards each other. Through both the branch-pipes ran an iron shaft, three inches thick and nine feet long. One end of this shaft was connected with a small steam engine. A hollow iron boss, attached to the shaft, revolved closely between the openings of the branch-pipes, the interior of the boss being so constructed as readily to receive the air ascending from the tubes, and discharge it outward with rapidity. An iron disk, seventeen feet in diameter and one inch in thickness, with thirty-two radial wooden bars upon each face, revolved in connection with the boss, and was flanked on either side by a thin plate of sheet-iron, twenty-one feet in diameter. These plates were two inches and seven-eighths apart, and gradually diverged from each other towards the centre, thereby presenting a uniform discharging area throughout. The exhausting pipe entered the top of the tube several yards from the engine. The truck, therefore, in coming towards the engine, began to compress the air in front of it, its motion being thereby checked. The excess of pressure at this point was relieved by a safety-valve. Just before the truck reached the end of the tube, it opened the covering or door, and then glided out gently upon an extension of the track.

One hundred revolutions per minute in the tube, which was four hundred and fifty-two feet long, produced an exhaustion measured by three inches of water, while the exhaustion produced by two hundred revolutions was measured by twelve inches of water, or less than one inch of mercury. A velocity of twenty-five miles an hour was easily obtained, the speed depending only on the capacity and strength of the machinery. Packages of all kinds were sent through the whole length of the despatch tube, a distance of a quarter of a mile; and now and then a daring laborer made the journey with safety and comfort.

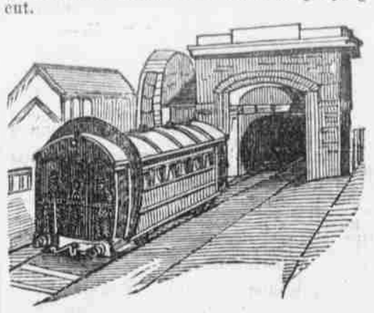
Carrying the Mails by Atmospheric Pressure.

To Mr. Rammell, a Civil Engineer of London, is accorded the credit of harnassing the air for the carriage of the mails. The experiment in this line was first made over a distance of 1800 feet, between the District Post Office in Eversholt street and the Euston Terminus of the London and Northwestern Railway. At the latter point the Pneumatic Mail Despatch is terminated in a small one-story building. The tube is of cast-iron, arched at the top and nearly flat at the bottom, and is nearly three feet in dimensions each way. The rails pass through the wall at one side running into a short tunnel opposite, which answers the purpose of a buffer, to check the velocity of the truck when necessary, which but seldom happens. The trucks are made of iron, of the same shape as the tube, but small enough to leave a clear space of an inch all around. The route of the tube is under the yards and streets, and at some points has a down grade of one inch in eighty feet. The tube has three curves, which were rendered necessary by the locality; and the ease and flexibility with which the trucks dart around them prove conclusively that there is no necessity for making the tube entirely straight. Two of these curves are at the railway station, and are constructed upon a radius of one hundred and ten feet each; while the third curve, which is located at the other end, has a radius of only forty feet.

The tube terminates at the post office station in a small building underground, in the manner already described. The trucks are propelled one way by exhausting the air in front of them, and the other way by forcing the air into the tube behind. With an ordinary cylinder engine of forty pounds pressure, a velocity of sixty miles an hour has been attained, which is as great as the necessities of the case demand.

Transportation of Passengers by Atmospheric Pressure.

But atmospheric pressure has been applied to the carriage of passengers, as well as of mails and other inactive matter. A pneumatic passenger railway has been in successful operation on the grounds of the Crystal Palace at London. The tube in this case has the dimensions of a tunnel, being ten feet in height and nine feet in width, and constructed of brick. This tunnel is about six hundred yards in length, and extends from the Sydenham entrance to the Penge Gate. It contains a single line of rails, and is provided with opening and closing valves at each end, together with all the necessary pneumatic machinery. The pneumatic carriage and the entrance to the tunnel are shown in the accompanying cut.



THE PNEUMATIC PASSENGER CAR AT SYDENHAM.

This tunnel was purposely constructed with several curves, and with a steeper ascent from each end towards the centre than is to be found on any railway. The fan-wheel and disk, by means of which the air is exhausted or forced into the tunnel, are constructed on the same principle as in the pneumatic despatch at Battersea Fields, already described. The carriage will accommodate thirty-five persons, who enter through sliding doors of glass at either end. Attached to it is an iron framework, a little smaller in dimensions than the tunnel, and projecting from this on all sides is a heavy brush of bristles, which fits closely to the sides of the tunnel, thus preventing the escape of the air. When the carriage enters the tunnel, it passes over a deep air-well, covered with grating. Up this well the disk forces a strong current of air, immediately closing the iron doors, which operate like lock-gates, at the end. The air then accumulates in the space between these doors and the carriage, until the pressure is sufficiently strong to force the carriage, with its living freight, up the inclined plane. Arriving at the summit, its own momentum carries it to the further end. When the carriage is ready for the return journey, the air is exhausted by the revolution of the disk, being forced through a large side-aperture, as the doors are still kept closed. The vacuum thus created in front of the car causes it to start from the ordinary pressure of the atmosphere in the rear, and with great rapidity it shoots up the inclined plane as before, and is carried down the descent by its own momentum, the doors flying open in time to permit it to emerge once more into the daylight. With an atmospheric pressure of but two ounces and a half to the square inch, the distance of six hundred yards is performed in the momentary space of fifty seconds.

This Sydenham Pneumatic Railway was a mere experiment. The eminent success which has attended it, however, has emboldened the projectors to construct

A Pneumatic Railway under the Thames.

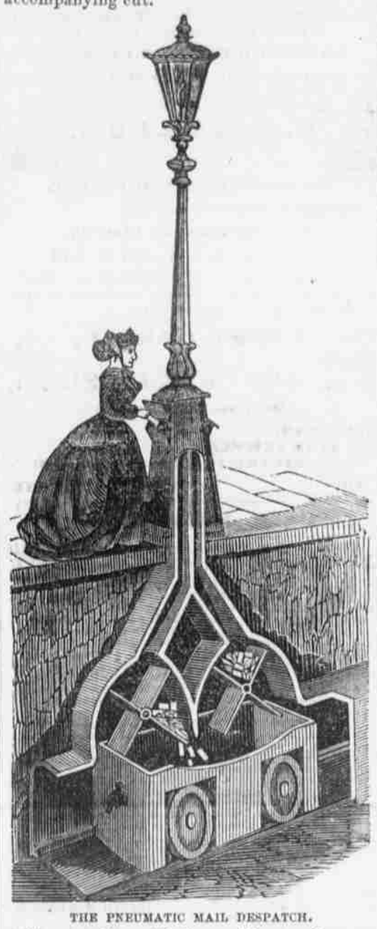
The Waterloo and Whitehall Pneumatic Railway Company, in which Mr. Rammell has a leading interest, has been chartered for this purpose. The tunnel, the construction of which has already been commenced, is a branch of several pneumatic lines now in progress. The tube is in sections of two hundred and twenty-one feet, and is thirteen feet in diameter. It will be made of wrought-iron, three-fourths of an inch in thickness, encircled by three courses of brick, bound by iron hoops; besides which it will, after being laid, be lined within with brick. The entire tunnel will be five-eighths of a mile in length, and will be sunk in position as soon as the sections of iron are completed.

The Proposed Pneumatic Despatch in New York City.

The necessity for the economization of space in a crowded city like London is so apparent, that it is not to be wondered at that the pneumatic system was first put into practical operation there. In this country there are, perhaps, no cities in which it could at present be made available, with the exception of New York. The peculiar configuration of the land on which the latter stands, however, renders the economization of space above ground of as much importance as it is in London; while the great length of the built-up portion of the city, resulting mainly from its necessary narrowness, makes the saving of time by rapidity of motion of almost equal consequence. Periodically the wise men of the metropolis take a serious look at their situation, and enter into an earnest discussion of the most feasible means of securing the relief which they so greatly need.

The passenger traffic, by omnibus, and street cars, between the upper and lower portions of the city is enormous; but so inadequate, uncomfortable, and expensive are these means of transportation that multitudes prefer to make the journey on foot. With respect to the transportation of goods, the figures are quite as large as those shown by the passenger traffic. There are three or four great national express companies which collect and distribute in the city every day about 5000 packages, and a dozen minor companies through whose hands about 15,000 additional packages pass daily. Excluding the vehicles of these companies, which are not required to take out licenses from the city, and there are in New York 1300 licensed express-wagons, which carry hither and thither about 30,000 different parcels every day. In addition to these, there are 7000 public cartmen, 1000 carts owned and employed by wholesale merchants, 2000 by manufacturers, 2000 by butchers and bakers, and 3000 by grocers, which gives a grand total of 16,300 vehicles employed in the transportation of packages from one section of the city to another. Allowing to each wagon the small average of thirty packages per day, and we have about 500,000, to which the 100,000 packages carried in hand by errand boys and porters should be added, giving the total average at 600,000 packages. The cost of the horses and wagons employed in this business—valuing the former at $300 and the latter at $200 each—is at least $8,500,000. These figures present some idea of the capital and amount of business on which the Pneumatic Despatch system would rest for a foundation. When it is remembered that the average cost of carrying each package at present is seventeen cents, and that this would be reduced to ten cents by the general adoption of the Pneumatic system, some idea of the economy of the latter is conveyed to the mind.

With the above figures before them, certain parties in New York are now discussing the adoption of the pneumatic system in all seriousness. The plans under discussion are those of Mr. Alfred E. Beach. One of them, which has for its object the collection of letters at different points, and their transportation to the Central Post Office, is represented in the accompanying cut.



THE PNEUMATIC MAIL DESPATCH.

Its operation will be readily seen from an inspection of the cut—the letters descending through the body of the lamp-post and awaiting the arrival of the mail-truck between the fans of the wheel, which deposits them at the proper moment on coming in contact with the end of the truck.

The next project that commands the greatest share of attention at the present moment is that for the transportation of baggage and packages of a general character; but the subject of passenger traffic is by no means ignored. For the accomplishment of this last object three different routes are now under discussion, all of them beginning in the neighborhood of the Battery or City Hall, and running thence towards the northern end of Manhattan Island. The entire cost of the excavation, tunnelling, masonry, temporary removal of such obstructions as water and gas mains and sewers, together with the track and stationary power, but excluding the rolling stock, is variously estimated at from $5,000,000 to $11,000,000, according to the route selected. In addition to these amounts, it is estimated that damages for the injury of lands and buildings along the route to the amount of from $500,000 to $1,000,000 would be assessed upon the company. The tunnel, rolling stock, and exhausting machinery will be of the same general character as that already described. Stations for the purposes of local travel will be established at short distances from each other, the tunnel being widened at these points to admit of the construction of a platform for the accommodation of the 300 or 400 passengers who will be carried by each train. It is estimated that a single track would admit of the passage back and forth of a sufficient number of trains to carry a million passengers daily, which is three times as many as the united capacity of all the street railways will at present accommodate. For cheapness, comfort, rapidity of motion and absolute safety, such an underground pneumatic passenger railway would be unsurpassed by any system of transportation above ground, or even by any other underground system. If such a project is ever carried out, New York city will thereby be doing more than it can accomplish in any other conceivable manner in the way of overcoming the present inconveniences which result from its indefinite extension in the direction of the Harlem river.

"'Tis a consummation
Most devoutly to be wished;"

but whether the nineteenth century will witness the consummation or not is a matter of grave doubt.

FOURTH EDITION

FROM EUROPE THIS EVENING.

Financial and Commercial Advices.

By the Atlantic Cable.

LIVERPOOL, April 2—2 P. M.—The dullness in the cotton market continues, and prices have slightly declined. Middling Uplands are now quoted at 12¾d.

Breadstuffs—The market is firmer and prices are advancing. Corn is now quoted at 40s. 6d. California wheat has advanced 2d., and is now quoted at 30s. 8d.

LONDON, April 2—2 P. M.—A despatch received from Dublin to-day says that a party of British troops, while searching for Fenians in the country near that city, yesterday, came upon three of them, who were fully armed and equipped. The troops fired upon them, killed one, and another, who subsequently proved to be the notorious McClure, was captured. The third escaped.

Advices received here from Bombay state that the growth of cotton in that region has been greatly increased.

LONDON, April 2—Evening.—Consols, 91; U. S. 5-20s, 75; Illinois Central, 79; Erie, 39¼.

FRANKFORT, April 2.—U. S. 5-20s, 78.

PARIS, April 2.—U. S. 5-20s, 84⅝.

LIVERPOOL, April 2.—Cotton dull; sales of 7000 bales uplands, 12⅞@13d. The advices from Manchester are unfavorable. Breadstuffs are firm; red western Wheat, 13s. 3d.; California wheat, 3s. 6d. Provisions generally unchanged. Beef advanced 2s. 6d., closing at 127s. 6d. Lard 49s., a decline of 6d. Other articles unchanged.

FROM WASHINGTON THIS AFTERNOON.

[SPECIAL DESPATCHES TO EVENING TELEGRAPH.]

WASHINGTON, April 2.

Doings in the Senate To-Day.

Mr. Johnson (Md.) rose to a privileged question, and defended Philip Frank Thomas, Senator elect from Maryland, against the charges contained in the report of the Bank of Commerce in 1862, that he, while Secretary of the Treasury, failed to provide for the payment of the interest on the public debt falling due in January, 1861. Mr. Johnson caused to be read a long letter from Mr. Thomas in defense of his loyalty and official conduct, and showing that he successfully made such provisions.

Mr. Howard (Mich.) said he had brought this matter last March before the Senate for the benefit of the Judiciary Committee. He was no accuser or prosecutor, but it did seem strange that, although the report was made five years ago, Mr. Thomas had not until recently heard of it, notwithstanding extracts were published in the National *Intelligencer* in May, 1862.

Mr. Johnson explained that after leaving Washington in 1864, Mr. Thomas went to his farm in Maryland, and did not see the National *Intelligencer*, and only subscribed to the Baltimore *Sun*.

On motion of Mr. Johnson, the letter of Mr. Thomas, defending himself against the charge of treasonable conspiracy to damage the public credit, etc., was referred to the Committee on the Judiciary.

The Senate then went into Executive Session.

Appointments Sent In.

The President has sent in a large batch of appointments to the Senate this afternoon, but none of special importance.

Western Congressmen.

Quite a number of Western Representatives remain in town looking after the appointments in their Districts.

What the Republicans Say.

Some of the Republicans here attribute their defeat in Connecticut to the speeches of Senators Sumner and Wilson advocating enforced negro suffrage in the free States.

An Indian Lawyer.

An Indian chief by the name of Boudinet was admitted to practice in the Supreme Court to-day.

The Connecticut Election.

HARTFORD, April 2.—The returns are nearly all in, and the result will be as follows:—

The Democratic State ticket is elected by 700 majority. The net Democratic majority on the Congressional vote is 1800, and the average Democratic on the whole ticket 1200.

Hotchkiss (Democrat) is elected to Congress in the Second District by 2500 majority.

Hubbard (Democrat) is elected in the First District by 500 majority.

Wm. H Barnum (Democrat) is elected in the Fourth District by 500 majority.

The Republicans elect Starkweather in the Third District by 1700 majority.

The Legislature will be Republican by a small and reduced majority in each House.

The Loss by the Boston Fire.

BOSTON, April 2.—The cotton which was destroyed by the fire in Commercial street last night is valued at $60,000, and the total loss was estimated at $80,000, fully insured.

Ship News.

PORTLAND, April 2.—The steamship Nestorian sailed at 12 o'clock last night for St. John to load. She will return here for mails.

BALTIMORE, April 2.—Flour firm; no sales. Wheat, white, $3·40@3·55 for fair, fair to good, prime to choice; red wheat, $3·40. Corn active; advanced 1@2c.; sales of 15,415 bush. white at $1·08@1·11; sales of 8200 bush. yellow at $1·09@1·10; 2500 bush. of mixed Western at $1·03@1·04. Oats—2500 bush. sold at 67@69c. Rye—Offerings light at $1·40. Cloverseed sells at $10·50. Provisions unchanged. Whisky sells at $2 30@2·31 in bond. Cotton, 30c. for middling; market weak.

SALE OF STOCKS AND REAL ESTATE.—The following properties were offered for sale at the Philadelphia Exchange, by M. Thomas & Sons, commencing at noon to-day, with the annexed result:—

26 shares Chesnut and Walnut Streets Railway Company	$47
1 share Academy of Fine Arts	$19·50
1 share Philadelphia Library	$65
11 shares Swede Iron Co	$55
16 shares Steubenville and Indiana Railroad (new stock)	$11·75
2 shares Mercantile Library	$7·50
31 shares Union Transportation Company	$54·75
50 shares Sugar Creek Oil Company	4 cents
VINE ST., No. 314—Large Malt House and three Residences on the rear, on New street	$31,000·00
TWELFTH ST., No. 315, below Spruce—Modern Residence	12,900·00
TWELFTH ST., No. 317, above Vine—Store and Dwelling	1,650·00
WATER ST., Nos. 209 and 211—Business Stand	9,000·00
FOURTH ST., No. 1733—Brick Dwelling	1,300·00
SECOND ST., Nos. 926 and 928—Buildings and Lot	$11,900·00 each.
TWENTY-FIRST and RACE, S. E. corner—Lot	3,100·00
RACE and CLAYTON, S. E. cor.—Large Lot	2,000·00
CHERRY, east of Twenty-first—Lot	3,950·00
SWANSON and BECK—Tavern Stand	3,950·00
LANCASTER TURNPIKE—Country Seat, 30 acres	57,775·00
SCHOOL HOUSE LANE—Country Seat, 18 acres	22,000·00
FISHER'S LANE—Country Place, 6 acres	11,800·00
BELMONT AVENUE—Country Seat and Farm, 45 acres	16,250·00
RICHMOND ST. and WHEAT SHEAF LANE—Tavern Stand	3,950·00

HEARINGS AT THE CENTRAL STATION.—Before Alderman Beitler, at 2 o'clock to-day, a further hearing was had in the case of Adam Loudenslager, who is charged with the larceny of a watch and hair chain, valued at $60, from Frank Duffie, at No. 508 N. Ninth street, on the 19th of February last. The defendant was committed to answer at Court.

John Fossett was charged with arson. It is alleged that he set fire to a house back of No. 1322 Hancock street, about two weeks since. The hearing was being continued when our report closed.

CAUGHT IN A PRESS—LEG CRUSHED.—Mr. William Bullock, this afternoon, about half-past two o'clock, while attending to the management of presses at No. 124 Exchange Row, had his right leg caught in the machinery, crushing the ankle bones, lacerating the muscles, and otherwise seriously injuring the limb.

Philada. Stock Exchange Sales, April 2

Reported by De Haven & Bro., No. 40 S. Third street

SECOND BOARD.

$1000 City 6s, New	101¼	200 sh Reading	51¾
$1800 do. New	101¼	100 do	51⅝
$500 do. New	101¼	100 do	51 3-16
$6000 Pa 6s, cp	95¼	200 do	51⅛
$2000 C & A 6s, '80	95¼	10 sh Susq Can	18¾
$1000 Susq Bds	85¾	100 do	16
$800 Sch N 6s, '82	57¾	34 sh Penna R	55⅞

AUCTION SALES.

PHILIP FORD, Auctioneer.

M'CLELLAND & CO (Successors to Philip Ford & Co.) AUCTIONEERS. No. 508 MARKET Street.

SALE OF 1700 CASES BOOTS, SHOES, BROGANS, BALMORALS, ETC.

On Thursday Morning,

April 4, commencing at 10 o'clock, we will sell by catalogue, for Cash, 1700 cases Men's, Boys', and Youths' Boots, Shoes, Brogans, Balmorals, etc. Also, a superior assortment of Women's, Misses', and Children's wear, to which the early attention of the trade is called. [3 30 4t

JOHN B. MYERS & CO., AUCTIONEERS Nos. 232 and 234 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

We will hold a large sale of foreign and domestic dry goods, by catalogue, on four months' credit, and part for cash,

On Thursday Morning,

April 4, at 10 o'clock, embracing about 1000 packages and lots of staple and fancy articles, in woollens, worsteds, linens, silks and cottons.

N. B.—Catalogues ready and goods arranged for examination early on the morning of sale. [3 29 5t

SPECIAL SALE OF 5000 PIECES WHITE GOODS.

Full lines London white jaconets, tape checks, Victoria lawns, Swiss mulls, nainsooks, satin stripes, etc., embroidered muslin and lace curtains and curtain muslins.

N. B.—We call especial attention to the above of a favorite importation.

5000 DOZEN HOSIERY AND GLOVES.

Full lines men's, women's and boys' bleached, brown, blue, and mixed cotton hose.

LARGE POSITIVE SALE OF CARPETINGS, ETC.

On Friday Morning,

April 5, at 11 o'clock, will be sold by catalogue, on four months' credit, about 250 pieces rich superfine and fine ingrain, Venetian, hemp, cottage, and rag carpetings, etc., embracing a choice assortment of superior goods, which may be examined early on the morning of sale. [3 30 5t

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.

On Monday Morning,

April 8, at 10 o'clock, will be sold by catalogue, on four months' credit, about 800 lots of French, India, German, and British Dry Goods, embracing a full assortment of fancy and staple articles in silks, worsteds, woollens, linens, and cottons.

N. B.—Goods arranged for examination and catalogues ready on morning of sale. [4 2 5t

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

Sale at No. 222 West Logan Square.

VERY ELEGANT WALNUT FURNITURE, STEINWAY PIANO FORTE, Cabinet Organ, Large French Plate Mirrors, Rice Window Curtains, Fine Oil Paintings, Elegant Velvet and Brussels Carpets, Etc.

On Wednesday Morning,

April 3, at 10 o'clock, at No. 222 West Logan Square, by catalogue, the entire furniture, including elegant walnut and green plush drawing-room furniture; handsome walnut chamber and library furniture; superior oak dining-room furniture; handsome velvet and English Brussels Carpets, Oil Cloths, Etc.

May be examined morning of sale at 8 o'clock. [3 29 4t

Sale at Nos. 139 and 141 S. Fourth St.

HANDSOME WALNUT FURNITURE, ROSEWOOD PIANO, FINE MANTEL AND PIER MIRRORS, IRON CHESTS, CHINA AND GLASSWARE, HANDSOME VELVET AND BRUSSELS CARPETS, ETC. ETC.

On Thursday Morning,

4th instant, at 9 o'clock, at the auction rooms. [4 2 2t

J. M. GUMMEY & SONS, AUCTIONEERS, No. 508 WALNUT Street.

Hold Regular Sales of REAL ESTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANGE,

Handbills of each property issued separately.

1000 catalogues published and circulated, containing full descriptions of property to be sold, as also, a partial list of property contained in our Real Estate Register, and offered at private sale.

Sales advertised daily in all the daily newspapers, Ledger, North American, German Free Press, Inquirer, Evening Bulletin, German Democrat, Age, "Evening Telegraph," Press, and Legal Intelligencer.

SALE ON MONDAY, April 8, will include

ORPHANS' COURT SALE—Estate of George Emerick, deceased. Established Tavern Stand, corner of RIDGE Avenue and SEVENTEENTH Streets

MODERN THREE-STORY BRICK DWELLING, No. 635 North THIRTEENTH Street.

GERMANTOWN—Seven Elegant Building Sites, East WALNUT Lane, East TULPEHOCKEN and MORTON Streets.

THREE-STORY BRICK DWELLING—No. 2129 LOCUST Street.

CENTRE COUNTY—Two Tracts of Land, Upper Bald Eagle township, near Phillipsburg, Centre county, Pa.

TWO THREE-STORY BRICK DWELLINGS, Nos. 1334 and 1336 SHIPPEN Street. 3 23 4 21s

Irredeemable Ground-Rent, $21·25 per annum.

SAMUEL C. FORD & SONS, AUCTIONEERS No. 127 S. FOURTH Street.

Sales of Real Estate, Stocks, Loans, etc., at Philadelphia Exchange, every Friday at 12 o'clock, noon. Our sales are advertised in all the daily and several of the weekly newspapers, by separate handbills of each property, and by pamphlet catalogues, one thousand of which will be issued on Wednesday preceding each sale.

REAL ESTATE AT PRIVATE SALE.

REAL ESTATE SALE, APRIL 5, will include:—

Brick Clay Lot, 6 acres, Gray's lane and Race street, Twenty-fourth Ward.

Valuable Tavern Stand, N. W. corner Salmon street and Lehigh avenue, Twenty-fifth Ward. Lot 17 feet 6 inches by 63 feet 2 inches.

Ten Valuable Building Lots, Vine street, between Sixtieth and Sixty-first streets, each 50 feet front by 244 feet deep.

Neat Dwelling House, Burlington, N. J.; lot 200 feet by 150 feet.

Neat Stone Dwelling, Sixty-fourth and Callowhill streets, two-and-a-half stories, ten rooms; lot 225 feet by 245 feet; three fronts.

Plan and photograph at office.

PANCOAST & WARNOCK, AUCTIONEERS No. 240 MARKET STREET,

LARGE POSITIVE SALE OF AMERICAN AND IMPORTED DRY GOODS, RIBBONS, FLOWERS, MILLINERY GOODS, HOSIERY GOODS, ETC., by catalogue, on a credit.

On Wednesday Morning,

April 3, commencing at 10 o'clock, comprising a very attractive assortment of new goods for present sales. [3 29 4t

RIBBONS.

Also, on Wednesday,

1000 cartoons poult de soie bonnet and trimming ribbon, comprising a full assortment of all widths—a choice assortment of colors, and of superior quality, for first-class city sales.

MILLINERY GOODS.

Also, an invoice of Paris silk mailines and crapes, nets, laces, etc. etc., of all qualities, in great variety. Also, 200 lots of straw trimming, bonnet buttons, ornaments, etc.

JOUVIN'S KID GLOVES.

Also, 500 doz. genuine Jouvin's kid gloves, in regularly assorted sizes, for first-class retail trade. [4 1 2t

FIRST LARGE SPECIAL POSITIVE SALE OF 400 CASES STRAW GOODS, FOR SPRING OF 1867.

We will sell,

On Friday Morning,

April 5, 1867, by catalogue, on a credit, commencing at 10 o'clock, 400 cases Straw Goods, of newest spring shapes, consisting in part of, viz.:—Ladies' new styles Split Straw, Rough and Ready, Coburg, Pamela, Tape, and fancy Bonnets.

Also, ladies', misses', and children's fine Split Straw, fancy China Pearl and Coburg Hats of newest spring shapes, to which the early and particular attention of buyers is invited. [4 2 2t

AUCTION SALES.

BY THOMAS BIRCH & SON, NO. 1110 CHESNUT Street, above Eleventh Street.

SALE OF VALUABLE EUROPEAN OIL PAINTINGS.

On Tuesday Evening,

At 7½ o'clock, at our Art Gallery, No. 1110 Chesnut street, will be sold a collection of Oil Paintings by living artists of Paris, comprising a great variety of interesting subjects. Among the artists will be found

Hagaman,	Caron,	Leonardi,
Maibranche,	Girard,	Besans,
Ullman,	Bourg,	Hildebrandt,
De Grailey,	Guillimenet,	Diebold,
Delaux,	Schoutan,	and others.

The paintings are now open for exhibition with catalogues. [4 1,2t

GREAT SALE OF SHEFFIELD PLATED WARE AND CUTLERY.

Direct from the well-known House of Joseph Deakin & Sons, Spring Street Works, Sheffield, England.

On Wednesday Morning,

April 3, at 10 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a choice and beautiful assortment of first-class Silver Plated Ware and Cutlery, comprising Tea and coffee services, entree dishes, dish covers, salvers, cake baskets, card receivers, wine and pickle stands, berry dishes, soup tureens, molasses pitchers, salts and cups, gold-lined sugar baskets, dinner and breakfast casters, flower vases, dinner and dessert knives and forks, complete in mahogany cases; fish carvers, butter and cake knives, pickle forks, spoons and forks in plain, beaded and King's pattern.

Also, a large assortment of superior ivory balance dinner and tea knives with meat and pultry carvers to match.

Full particulars in catalogues. [4 1

Sale at No. 1110 CHESNUT Street.

NEW AND SECOND-HAND HOUSEHOLD FURNITURE, PIANO FORTES, CARPETS, MIRRORS, PLATED WARE, ETC.

On Friday morning,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of superior parlor, chamber, and dining-room furniture. [3 1 5t

B. SCOTT, JR., AUCTIONEER, No. 1020 CHESNUT Street.

AUCTION SALES OF HOUSEHOLD FURNITURE.

B. SCOTT, Jr., will give his personal attention to sales of household furniture, at the residences of parties removing or breaking up housekeeping, on the most favorable terms.

EXTENSIVE SALE OF IMPORTED CHROMOS, FINE STEEL PLATE AND COLORED ENGRAVINGS, ETC.

On Tuesday and Wednesday, April 2 and 3,

At 11 o'clock morning and 7½ o'clock evening of each day, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold, without reserve, a large and extensive assortment of fine foreign Chromos, Steel Plate and Colored Engravings, all richly mounted in velvet and fine gold-leaf frames.

Open for examination on Saturday. [3 29 5t

A. D'HUYVETTER'S FOURTH SALE OF HIGHEST CLASS PAINTINGS AND LAST SALE OF THE SEASON AT THE ACADEMY OF FINE ARTS.

B. Scott, Jr., is instructed by A. D'Huyvetter, of Antwerp, to sell by auction,

On Thursday and Friday, April 4 and 5,

At 7½ o'clock, his entire invoice of

HIGH CLASS MODERN PAINTINGS,

selected with great care and judgment from undoubted sources, including many important and well-known works of highly esteemed and eminent artists of the English, French, Dusseldorf, and Flemish schools.

The Paintings will be on view, *free*, in the eastern galleries of the Pennsylvania Academy of Fine Arts, on Monday morning, April 1, and remain open day and evening until nights of sale.

Sale peremptory. [3 29 7t