CONVERSATIONS WITH ROSSINL

rom Once a- Week.

"What a noble beginning!" cried Rossini, numming the first bars of one of Haydu's uartettes. "What spirit! what grace! hey are charming works, these quartettes. low lovingly the instruments converse with me another! And what subtle modulations! all great composers have beautiful modulaions; but Haydn's always have a special and peculiar charm for me." "Surely you had never heard them in

"Yes, at Bologna, when I was a boy. I got together a string-quartette, in which I played tenor. The first fiddle had very few things of Haydn's; but I was always boring him to get more, so

by degrees I got to know a good number of them. I studied Haydn with great ardor at that time. You should have been in Bologna when I conducted the Creation at the Liceo. I wouldn't let the performers pass over a single thing, for I knew every note by heart. I also got up the Scasons, when I gave up the Liceo to be directer of the Philarmonic Con-

"There's more invention, perhaps, in the Seasons than the Creation; but then they offer

more scope for variety."
"May'e," answered Rossini; "but there is a certain lefty tone running through the Creation which makes me prefer it. How fine this air is —, and the chorus in B flat, and kaphael's air," humming the beginning of each; "and what a wonderful bit of instrumentation the chaos is! Nothing clings to one like the impressions of youth. I knew an one like the impressions of youth. I knew an Italian in Vienna called Calpani, who had been there for years, and was very intimate with Haydn. He was never tired of talking about the kind-heartedness and modesty of the old master."

"I never caught sight of one of his operas. But is there much in them !"

"No! I looked them through in Vienna, with an enthusiastic admirer of Haydn's, who boasted that he possessed all his compositions. They are unimportant works, with scarcely a trace of the great composer. He must have written them at an early period, for Prince Esterhazy and his singers. But do you know his cantata Ariadne?" "I played it through a long time ago, but I

never heard it, and don't remember any of it,' I answered, somewhat ashamed. "Except the Oratorios, I like it best of

Haydn's vocal compositions. The adagio is very beautiful," said Rossini, and began to sing part of it. You, I declare, know more about our Ger-

man composers than I do myself, and I am beginning to be jealous. Do you know as much about the old Italians ?" "I have read through a great many of

"Many of Paisiello's operas?"

"When I was a boy they had already nearly vanished from the stage. Generall, Fioravanti, Paer, and, above all, Simon Ma'r, were the order of the day." "Do you like Paisiello?"

"Pleasant music, but not remarkable either for harmony or melody. It never interested me much. His principle was to compose a whole piece on one short subject, consequently there was but little life in it, and scarcely any dramatic effect."

"You knew him personally ?" "I saw him in Naples, after his return from Paris, where he made a great deal of money. Napoleon was very foud of his music, and Paisiello used to boast about it in the most naïve way, telling everybody that the great Emperor liked his music so much because it did not prevent him from thinking of other things. A strange compliment! But every time has its taste, and his soft music used to

be immensely admired."
"Was he an interesting man?" "He was a fine-looking fellow, almost imposing, but utterly uneducated, and insignificant beyond anything. You should have seen his letters! I don't mean the handwriting nor the spelling; I pass over that; but the clumsy manner of expressing himself, and the platitude of his thoughts, are beyond conception! Cimarosa was very different: a refined and intellectual mind. Do you know anything

"The Matrimonio, of course; and I have looked through the Orazii." "There is not much in the later ones; but there is an opera buffa of his, Le Trame Deluse,

which is capital." "Better than the Matrimonio?"

"Incomparably greater. The finale to the second act (almost too good for a last finale) is quite a masterpiece. Unfortunately, the libretto is wretched. Then I remember an air in his cratorio of Isaaco, one passage of which, as to harmony, is very striking and dramatic. A pure inspiration, too; for, in a general way, you know, he was not great in

"It is difficult for us in Germany to get hold of the works of these composers. One would have to spend a year in Italy for the express There must be wonderful treapurpose. sures in the library of the Conservatorium at Naples."

"All immense quantity. All Cimarosa's manuscripts must be there. They once belenged to Cardinal Gonsalvi, who had quite a passion for Cimarosa. One could not give him a greater treat than to sing him something of his favorite's. I often did this while in Rome, and he was always most thankful."

"And your own manuscripts, maestro; is it true that you have hardly any?"

"Not a note." ""But where on earth are they ?"

"Beaven knows! I had the right to demand them from the copyist after a year, but I never did so. Some may be in Naples, some are in Paris; the rest I know nothing about." "Haven't you kept even your studies with

"I kept them many years, but once, when I returned to Bologna, they were no longer to be found—thrown away, or stolen, or perhaps sold for waste paper."

"Perhaps you have not get printed scores or arrangements of your operas?" said I, with smile. "What would be the good of them? For

years past I have had no music at my house. Surely I don't want to study them." "And how about the opera of Hermione,

which one of your biographers says you are hearding up for posterity ?" "With the others."

"You once before spoke to me about this opera, and said that you had made it too dramatic, and that it was a failure." "Quite true," said Rossini, cheerfully: "it

was most wearisome." "Had it no airs, or finales; none of those things that you generally captivate people

"Very kind of you; but there was really nothing in it but recitative and declamation. I put in one cavatina for 'David,' that the poor thing might have something to sing. That became known, and I dare say you have heard it. It begins like this;" and here he sang the air.

During September, my old friend Neukomm came to Trouville. He wished to see Rossini, and, though they had not met for twenty-five years, Rossini remembered that Neukomm

had shown him how to make an Æolian harp for the Duchess of Vaudemont, and had had several made on the estate of his friend Aguado. It was pleasant to see them together. I had told Rossini a great deal about Neukomm, especially about his wonderful activity; and

he began about it at once—

"Always at work, I hear, Signor Cavallere."

"When I can't do any more work,"
answered Neukomm, "I hope somebody will
put me between six planks and nail them up,
for I shall not care to live any longer." "You have the same passion for industry that I always had for idleness," cried

"Your forty operas do not exactly go to prove that," returned Neukomm. "Ah! that is a long time ago. But in this world one really ought to have one's nerves made of string," said the masstro, rather seriously. "But enough of that. You have travelled a great deal—even to Brazil—

haven't you?" "Yes; I was Court Capellmeister at the court of Don Pedro, who was a great amateur, and even dabbled in composition himself."

"I know something about that," said Ros-ni. "He was kind enough once to send me an order. When he came to Paris—rather against his will—I thanked him for it, and ffered to get some of his compositions performed at the Italian Opera, to which he gladly consented."

"He would have conducted them himself, you had asked him," threw in Neukomm. "Impossible! He sent me a cavatina, which got copled out after adding a few trombone notes to it. It was very well performed-and with tolerable applause—at a concert at the opera-house, and Don Pedro seemed to enjoy

it immensely in his box; at least, he thanked me most warmly." To complete this little anecdote, I must add that in speaking of it to Countess B., she

said:-"I perfectly remember that evening, for Don Pedro came here after the concert, and seemed quite excited. He declared that he had never been so pleased in his life—which, from a man who had just lost a kingdom, seemed strange enough."

Baron Ward the Lucky.

From London Society.

It has always struck me that the career of the late Baron Ward, who from a stable-boy be-came Prime Minister of Parma, was a remark-able instance of the union of luck and desert, I abridge an account of him by one who knew

"I cannot tell the exact year ip which Ward entered the Duke of Lucca's service—it must bave been between 1825 and 1830. He was for some years in the ducal stables, when his clever-ness and good conduct attracted the favorable notice of his master. And as he was very fond of the English, he attached Ward more closely to his immediate service; and, notwithstanding his equestrian skill, he decided upon removing him from his stables, and making him his under valet de chambre. "Ward owed this promotion entirely to his

high character, integrity, and scrupulous English cleanliness. . . . Ward's rise in the service of the Duke of Lucca was extremely graduat, and was the result, not of caprictous favor, but of the most well grounded appreciation of his long-tried worth and his rare intelligence, . . . His extraordinary good sense and practical ability became gradually more and more apparent. The Duke soon began to see that his advice was good in matters far beyond the departments of his stable and of his wardrobe. He accordingly consulted him in many perplexed and difficult cases as they happened to occur; and he invariably found such benealt from the advice of his new counsellor that he began to regard him as almost intallible. . The zeal and address which Ward displayed in the arrangement of some affair procured for him an unbounded influence with his master, who, soon after this, strongly urged him to accept of a portong-tried worth and his rare intelligence. . . after this, strongly urged him to accept of a portfolio, and to assume the position of a Minister
of State. The proposition Ward refused point
blank.... The groom was elevated to the post of
personal attendant, then of intendant of his tables and household his privy purse, then of Minister of Stale, and in fact, Prime Minister, with baronial titles and manifold knightly decorations. Such was the elevation to which Ward had ascended at present epoch of his history. He was the trusted adviser of his master in the knottlest questions of foreign politics, the arbiter of the most diffi-cult points of international policy with other States, and the highest authority in all home affairs. He was one of those men of action who speedily distinguish themselves wherever the game of life is to be played; quick to discern the character of those around him, and prompt to avail himself of their knowledge. hampered by the conventionalities which impose trammels on men born in an elevated station, and refined by elegant breeding, he generally attained his object by a coup de main cfore others had arranged their plans to oppose

To these qualities, so instrumental to his success, he added a most rugged, unyielding honesty, and a loyal, single hearted attachment to the person of his prince. Strong in his own conscious recittude, and in the confiding regard of his sovereign, Ward stood alone and fearless against all the wiles and machinations of his formidable rivals, who, although armed against counter wiles and counter machinations were quite upprepared against straightforward honesty. . . One day about this time, when he entered the Duke's room, he found him when he entered the Duke's room, he round him occupied with a spencil and paper. 'Ward,' said his Royal Highness, 'I am drawing a cost of arms for you, As a mark of the esteem in which you are held by the Duchess as well as myself, you shall have armerial bearings compounded of her arms and my own. I will give you the silver cross of Savoy with the golden neur delys of France in dexter chief.! With many xpressions of gratitude for the honor which wa bout to be conferred upon him, he asked permission to add something emblematical his native country; and as he had heard that coats of arms sometimes had supporters, he would like to have the cross of Savoy and the hily of Bourbon supported by English John Bulls, 'So be it,' said the Duke. 'You shall have the bull research to be a supported by the company of the bull transfer bull research to be a supported by the country of the have two bulls regardant for your supporters: and thus the arms of Baron Ward may be found in 'Burke's Peerage' among those of English men who have obtained foreign titles: On a field gules, a cross argent, in the dexter chief a shied azure surmounted by a royal crown, and chaiged with a fleur de bys or; supporters, two bulls regardant proper. . . . In the beginning of the year 1834 Charles \$III, Dake of Parma, was suddenly removed from this world by a mysterious and violent death. One of the first acts of the Duchess, his widow, forced by its pepularity among the subjects of her infant son, was to depose Baron Ward from his ministry, and send him into banishment. . . Ward was removed from the evil to come, and was called to exchange this world for a better, before the last latal outburst of ruin

upon the family to whom he had devoted the active energies of his virtuous and useful life. After he was so suddenly and so barshly sacrificed by the course of events, and a vain attempt to conciliate popular favor, he entirely retired from public adairs. Prince Metternich truly characterized him when, after the revolution of 1848, he visited that illustrious minister in his retirement at Brighton by greeting him as a 'Heaven-born diplomatist.' He undertook a large arming establishment in the neighbored of Vienna, and spent his last few years in the enjoyment of domestic happiness with his wife and children. In 1858 Baron Ward died at the age of forty-nine; and he has left us a me-morable example how integrity, talent and courage can raise a man from the lowest position to ride on the high places of the earth, and

-M. Rochefort is about to publish a new pamphlet, a sensation, which he dedicates to France. As M. Rochefort's screed is entitled "L'Histoire d'un Chef d'Etat," it will probably have a limited circulation in Paris.

to be an honor to his native country."

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At 630 and 10 A. M., 1, 2, 30, 430, 6, and 11:30 P. M., for Fiorence, Edgewater, Riverside, Riverside, Palmyra, and Fish House, and 2 P., for Fiorence and Riverton.

The 1 and 11:30 P. M. Lines leave from Market

myra and Fish Rouse, and 2 P. for Fiorence and Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Forry (upperside.)

At 11 A. M., via Kensinston Dapot.
At 11 A. M., via Kensinston and Jersey City, New York Express Line, Fare \$3.

At 7:30 and 11 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 16:15 A. M. for Bristol.
At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morraville and Tulytown.
At 7:30 and 10:15 A. M. 2:30, and 5 P. M. for Morraville and Tulytown.
At 7:30 and 10:15 A. M. 2:30, and 6 P. M. for Cornwell's, Terreadaie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Statious,
FROM WEST FHILADELPHIA DEPOT,
Via Connecting Railway.
At 9:45 A. M., 1:20, 4:50, and 12 P. M. New York Express Lines, via Jersey City; Fare, 52:25.
At 11:30 P. M. Emigrant Lines Fare, 42.
At 19:45 A. M., 1:24, 4:50, and 12 P. M., for Trenton.
At 1:36 A. M., 8:50 and 12 P. M., for Bristol.
At 1:2 P. M. (Right), for Morrisville Tullytown, Schenck's, Eddington, Cornwell's, Torreadale, itomespong, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:45 A. M., 6:20 and 12 P. M. Lines will rundaily, All others, Sundays excepted.

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For Lines leaving Kennington depot take the cars in Third or Fifth streets, at Chesnut, 30 minutes efore departure. The cars of Market Street Maiway un direct to West Philadelphia Depot, Chesnut and Valnut within one square. On Sundays the Market Street cars will run to connect with the 3-15 A. M. 6-30 no. 12 P. M. Lines.

Street cars will run to connect with the surface and 12 P. M. Lines.
BELVIDERE DI LAWARE RALLROAD LINES,
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At 7:30 A. M. for Ningars Falls, Bullalo, Dunkirk,
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Scranton, Stroudsburg, Water Gap, Schooley's Monnlain, etc. isin, etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Fiemington, etc. The 3:30 F. M. Line
connects direct with the Train leaving Easton for
Mauch Chonk, Attactown, Bethiemen, etc.
At 5 P. M. for Lambertville and Intermediate Sta-

At 5 P. M. for Lambertvine and intermediate Stations.

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

FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A. M., 120, 3 30, and 5 30 P. M., for Merchantsville, Moorestown, Hartford, Massonville, Hainsport, Houll Holly, Smithville, Ewainville, Vincentows, Brimingham, and Pemberton.

At 7 a. M., 130 and 5 30 P. M., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

11 16 William H., Gatzmeis, Agent.

DENESYLVANIA CENTRAL RAILROAD PALL TIME, TAKING EFFECT NOV. 22 1868,
The trains of the Fennsylvania Central Railroad leave the bepot, at Thirfty-fliest and Mark &T Streels, which is reached directly by the Mark &T Streels, which is reached directly by the Mark &T Streels, which is reached directly by the Mark &T Streels cars the last car connecting with each train leaving Front and Farrel attreets burry winners before its objective. The Chesnut and Walnut Streets cars run within one square of the Depot.

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Lancaster accommodation. 400 P. M.
Parkesburg Train. 509 P. M.
Cincinnati Express. 500 P. M.
Cincinnati Express. 10 46 P. M.
Eric Mail and Butaio Express. 10 46 P. M.
Philadelphia Express. 10 46 P. M.
Philadelphia Express. 10 48 P. M.
Eric Mail leaves daily, except Sunday, running on
Saturday right to Williamsport only. On Sunday night
passengers will leave Philadelphia at Iz o'cloci.
Philadelphia Express leaves daily. All other trains
daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train dexets most be procured and baggage delivered by 500 P. M., at 210, 116
Market street.

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426 General Superintendent Alboma, Pa. 1

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD, TIME TABLE, — Commencing MONDAY, November 28, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 880 A. M. (Sandays excepted), Way mail Train at \$30 A. M. (Sundays excepted), for listimore stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crists, id and Intermediate stations.

Express Train at 12 M. (Sundays excepted) for Bal imere and Washington, suppring at Wilmington, Perry ville, and Havre-ce-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perry ville Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rus.

Night Express at 11:30 P. M. (Daily) for Baltimore

Run.

Night Express at 11:30 P. M. (Dally) for Baltimore and Washington, stopping at Chester, Thuriow, Athwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, and Havre de Grade.

Par sengers for Fortress Monroe and Noriolk will take the 12:00 M. train?

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilnington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and
7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Habroad for Harrington and intermediate ware Rabrosa for Rabrosach and Staticas.

Leave Wilmington 700 and 810 A. M., 130, 445 and 750 P. M. The 810 A. M. Train will not stop between Chester and Philadelphia. The 750 P. M. Train from Wilmington runs cally; all other Accommodation Trains condays excepted.

From Bandmore to Philadelphia.—Leave Baltimore St. A. M., Way Mail. 938 A. M., Express. 725 P. M., Express. 725 P. M., Express. 725 P. M., Express. 725 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M. atopolog at Magnolia, Perrylman, Aberdeen, Havre de-Grace, Perryville, tharlestown, North East, Elkton, Newark, ville, tharlestown, Wilmington, Claymont, Linwood, and Conster, September 10 all points West, South, and

sant Charlet.

Through tickets to all points West, South, and Through tickets to all points West, South, and Fourthwest may be procured at ticket office, No. 338 Chesnus street, under Continental Hotel, where also chesnus sirest, under Continental Hotel, where also chesses Rocans and Berths in elsephing Cars can be secured during the day. Persons purchasing tickets at this office can have beggage checked at their resistants office by the Union Transier Company.

Li, F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.—TRROUGH AND
DIRECT ROUTE BETWEEN PHILADELCHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-

WEST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
For Cape May and stations below Miliville, 245
For Miliville, Vinciant Stations Below Miliville, 245 For Miliville, Vineland, and intermediate stations 815 A. M., 815 P. M.
For Bridgeton, Salem, and way stations 815 A. M and 830 P. M. For Woodbury at 8:15 A. M., 8:15, 3:30, and 8:00 P. M. Freight train leaves Camden daily at 12 o'clock

Preight received at second covered whas?) | 1 | Walnut street, daily.

Freight Delivered No. 128 South Delawareavil William J. SEWELL.

RAILROAD LINES.

RAILROAD LINES.

DEADING RAILROAD.—GREAT TRUNK
LINE from Philadelphia to the interior of
Pennsylvania, the Schuylkill, Susquehanna, Cumplerland and Myoming Valleys, the North, North-west
andline Canadas. Winter Arrangement of Passenger
Trains, December 14, 1888, leaving the Company's
Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.—At 730 A. M.
for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 8-35 P. M., arriving in
Philadelphia, at 8-25 P. M.

MORNING EXPRESS—At 8-15 A. M., for Reading,
Lebanon, Harrisburg, Pottsville, Pine Grove, Taquaqua, Subbury, Williamsport, Elmira, Bochester,
Niagara Falis, Buffalo, Wilkesbarre, Pittaton, York,
Carliele, Chambersburg, Hagorstown, etc.

The 7-20 train connects with the Lebanon Valley train
for Harrisburg, etc.: at Port Clinton with Catawissa
Railroad trains for Williamsport, Lock Haven, Kinsira,
etc.: at Harrisburg with Northern Central, Cumiperjand Valley, and Schnylkill and Susquehauna trains
for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNGON EXPRESS—Leaves Philadelphia at
250 P. M. for Reading, Pottaville, Harrisburg, etc.,
connecting with Reading and Columbia Railroad
trains for Columbia, etc.

FOTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6-45 A. M., Stopping at intermediate stations;
narives in Failadelphia at 2710 A. M. Returning leaves town at 6 th A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Returning leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 5:15 READING ACCOMMODATION -Leaves Reading

READING ACCOMMODATION—Leaves Reading at 730 A. M., sidpling at all way stations; arrives in Finishelphia at 10 20 A. M.

Returning, leaves Philadelphia at 445 P. M.; arrives in Heading at 740 P. M.

Trains for Philadelphia leave Harrisburg at 840 A. M., and Potaville at 840 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 100 P. M., and Pousville at 245 P. M.; arriving at Philadelphia at 845 A. M.

Harrisburg accommodation leaves Reading at 745 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 65 P. M., arriving in Philadelphia at 925 P. M.

Narret train, while A Fassenger car attached, leaves Philadelphia at 12 20 3000 for Poinville and all Way Stations; leaves Poinville at 726 A. M. for Philadelphia and all other Way Stations.

All the above trains rip daily, Sundays excepted, Sunday trains leave Philadelphia for Reading at 515 P. M.; leave Philadelphia at 515 P. M.; returning from Reading at 452 P. M.

Off Effer Valley Rallengar.—Passengers

CHESTER VALLEY RAILROAD, -Passengers r Downingtown and Intermediate points take the 50 A. M., 12 30 and 4 50 P. M., trains from Philadel-hia; returning from Downingtown at 6 30 A. M., 12 45 ad 5 15 P. M. PERKIOMEN RAILROAD.—Passengers for Skip-net take 7 50 A. M. and 4 30 P. M. trains from Phila-set take 7 50 A. M. and 4 30 P. M. trains from Philaack take 7 to A. 3a. and + to P. M. trains from Phisa-eiphia, returning from Skippack at \$'10 A. M. and 2 to P. M. Stage intension various points in Perklomen Talley connect with trains at Collegeville and Skip-

Valies connect with trains at Collegeville and Skippack.
Valies connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 0 A. M., 508, and 600 P. M., passing Reading at 106 A. M., 150, and 600 P. M., passing Reading at 106 A. M., 150, and 600 P. M., passing Reading at 106 A. M., 150, and 1019 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Ratiroad Express Trains for Pitusburg, Obicago, Williamsport, Eimira, Baitimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pitusburg, on arrival of Pennsylvania Express from Pitusburg, at 350 and 5 to A. M., 1056 P. M., passing Reading at 544 and 731 A. M., and 1230 r. M., arriving at New York, 1100 A. M., and 1230 r. M. arriving at New York, 1100 A. M., and 2050 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pitusburg, without change.

Mail train for New York leaves Harrisburg at 840 A. M., and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILBOAD.—Trains leave Fottsville at 848, 1140 A. M., and 640 P. M., returning from Tamaque at 853 A. M., and 215 and 453 P. M. M. Intermediate 12 P. M. for Pinegrove and Harrisburg, and 51 12 18 P. M. for Pinegrove and Tremont returning from Harrisburg at 350 P. M., and from Trement at 740 A. M., and 555 P. M., and from Trement at 740 A. M., and 555 P. M., and from Trement at 740 A. M., and 555 P. M., and from Trement at 740 A. M., and 555 P. M., and from Trement at 740 A. M., and 555 P. M.

P. M., and trough first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excession lickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Fettstown Accommodation Trains, at reduced rates.

and Feltatown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains at reduced rates.

The rollowing tickets are obtainable only at the office of S. Bradtord, Treasurer, No. 257 S. Fourth street, Philadelphia, or G. A. Nicolis, General Super-Intendent, Reading.

Commutation Ticket at 25 per cent discount, between any points desired, for faculties and firms.

Mileage Tickets, good for 2000 miles, between all rollets, at \$250 each for families and firms

Season Tickets for three, six nine, or twelve months, for nolders only to all points, at \$250 each for three, six nine, or twelve months, for nolders only to all points, at reduced rates.

Chargymen residing on the line of the road will be Unitymen residing on the line of the road will be furnished with cards, emilling themselves and wives to lick as a half lare.

Excursion fickers from Philadelphia to principal stations good for saturday, studies, and atomary, at reduced face, it see had only as the Ticket collect, at Thirteenth and Callowhitistrees.

FREIGHT. -thoous of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 433 A. Id., 1270 neon. Sand &P. M., for Reading Lebanos, Hairsburg, Potteville, Port Uttnon, and all points beyond.

beyond, Malis close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. A., and for the principal Stat one only at 248 P. M. BAG AGE.—Dangan's harpess will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 126 S. Fourth atreet; or at the Depot, Thirteenth and Callowhill streets.

Thirteenth and Caliconthi streets.

WEST CHESTER AND PHILADELPHIA

-Un and after MONDAY, October 5, 1888, Trains will
leave as follows:

Leave as follows:

Leave Phinacelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11 A. M.,

2 50 P. M., 4 19 P. M., 4 50 P. M., 10 13 and H 30 P. M.

Leave West Chester for Philadelphia, from Deport
on East Market at rest at 6 25 A. M., 7 45 A. M., 800 A.

M., 10 40 A. M., 150 P. M., 4 50 P. M., and 6 30 P. M.

Trains leave West Chester at 5 05 A. M., and leaving Philadelphia at 4 50 P. M., whistop at B. C. Junction and Media only. Passes gers to or from station
between West Chester and Le. C. Junction, going

Last, will take train leaving West Chester at 7 45

A. M., and going West will take the train leaving
Philadelphia at 4 50 P. M., and transfer at B. C.

Junction. The report in Philadelphia is reached directly by the Cheshut and Walnut Street cars. Thuse of the Market Street line can within one square. The cars of both lines connect with each train upon its

Cars of both lines connect with each train upon its arrival.

ON SUNDAYS,

Leave Philadelphia at 8 30 A. M. and 200 P. M.

Leave West Chester at 7 55 A. M. and 4 00 F. M.

Trains leaving Philadelphia at 7 45 A. M. and 4 50
P. M., and leaving West Chester at 8 W A. M. and 4 50
P. M., connect at B. O Junction with Trains on P. &
B. C. R. E., for Oxford and intermediate points,

4102

NORTH PENNSYLVANIA RAILROAD.

FOR BETHLERE S. DO: LESTOWA, MAU. H.

CHONE, EASTON, WILLIAM APORT, WILKES
LARLE, MAHANNY CITY MOUNT CARWEL,

PITTSTON, TUNKHANNOUK, AND SCRANTON.

PASS CARGET Trains leave the D. 100, Corner of BERKS

Passenger Trains leave the Dapot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), At 745 A. M. (Express for Esthichem, Allentown, Mauch Chunk, Haziston, Wilksmaport, Wilksmarre, Mananoy City, Pittaton, and Tunktanmock.
945 A. M. (Express) for Bethilmen, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Screnton.

Scranton, M. (Express) for Bethienem, Mauch Chubk, Wilkesbarre, Pittston, and Scranton.

At 145 P. M. (Express) for Bethienem, Mauch Chubk, Wilkesbarre, Pittston, and Scranton.

At 596 F. M. for Bethiehem, Easton, Alientown and Mauch Chubk.

For Doylestown at 845 A. M., 245 and 415 P. M.

For Fort Washington at 1045 A. At and 1130 P. M.

For Lansdale at 622 P. M.

Fifth and Sixth streets, Second and Third streets, and Union City Passenger Rataways run to the new Denct.

From Bethiehem at vib A. M., 4:55 and 7 P. M.
From Doylestown at 8:35 A. M., 4:55 and 7 P. M.
From Lanadale at 7:30 A. M.
From Port Washington at 10:45 A. M. and 2:10 P. M.
ON SUNDAYS.
Philadelphia for Bethiehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express Office,
Ne. W6S. FIFTH street.

ELLIS CLARK, Agent.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A, M., 1, 2, 84, 85, 4, 5, 54, 8710, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 8, 4, 45, 6, 55, 7, 8, 9, 10, 11 P, M.

The 8'20 Down Train, and 3% and 5% Up Trains will not atop on the Germantown Branch,

ON SUNDAYS.

Leave Philadelphia 9% A, M. 2, 7, 10% P, M.

Leave Philadelphia 9% A, M. 2, 7, 10% P, M.

Leave Philadelphia 8, 6, 10, 12, A, M., 2, 3%, 5%, 7, 2 and 11 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 11'10 A, M., 1'40 8'40, 5'40, 8'40, and 10'40 P, M.

Leave Philadelphia 9% A, M. 2 and 7 P, M.

Leave Philadelphia 9% A, M. 2 and 7 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40 P, M.

Leave Chestnut Hill 7'10, 8, 9'40, and 10'40, 5'40 and 9'25 P, M.

ON SUNDAYS.

Leave Chestnut Hill 750 A. M. 1240, 540 and 525

P. M. CONBHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 5, 7%, 9, and 11-55 A. M. 124, 3,

154, 556, 584, 505 and 11½ P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 124, 3,

154, 534, and 53 P. M. SUNDAYS,
Leave Philadelphia 3 A. M., 250 and 715 P. M.
Leave Norristown 7 A. M., 550 and 57 P. M.
Leave Philadelphia 5, 72, 9, and 11-55 A. 1124, 3,

156, 556, 565, and 11½ P. M.
Leave Manayunk 610, 734, 820, 244, and 11½ A. M.

1,324, 5, 68, 305 and 12 P. M.
Leave Philadelphia 5 A. M., 5 and 525 P. M.
Leave Philadelphia 5 A. M., 5 and 525 P. M.
Leave Manayunk 754 A. M., 6 and 625 P. M.
Leave Philadelphia 5 A. M., 54 and 72 P. M.
Leave Philadelphia 5 A. M., 54 and 72 P. M.
Leave Philadelphia 5 A. M., 54 and 625 P. M.
Leave Manayunk 754 A. M., 6 and 625 P. M.
Leave Manayunk 754 A. M., 6 and 625 P. M.
Depge, NINTH and GREEN Streets

AUCTION SALES

M. THOMAS & BONS, NOS. 15.9 AND 16 FREE EXHIBITION OF SPLENDID PAINTINGS.

M. Knoedler's (successor to Goupil & Co.) collection of elegant paintings is now on exhibition in the East Gallery of the Academy of Fine Aris.

[1 22]

Admission free, from 9 A M. III 5 P. M. dally.

SALE OF REAL ESTATE, STOCKS, AND LEASES SALE OF REAL ESTATE, STOURS, AND LEASES
Jan. 26, at 12 o'clock, noon, at the Exchange.
PUBLIC SALE LEASES CITY WHARVES AND
LANDINGS,
On Tuesday.

Jan. 26 1869, at 12 o'clock, noon, at the Philadelphia
Exchange, by order of Jonathan H. Pugh, Esq., Commissioner, will be leased at public auchien, for a
term of one or three years, to the highest and best
bidder, the following-named wharves and landings,

bidder, the following-named wharves and landings,
viz.—
Catharine street landing, on the Delaware.
Almond street landing, on the Delaware.
Pine street landing, on the Delaware.
Market street (north side), on the Delaware.
Moble street landing, on the Delaware.
Green street landing, on the Delaware.
Bishop street landing, on the Delaware.
Race street landing, on the Schuylkill.
George street landing, on the Schuylkill.
Lombard street landing, on the Schuylkill.
Fouth street landing, on the Schuylkill.
FIFTH and ADELPHI, southwest corner—Ohurch and large Lot

nd large Lot
PINK No 5220—Modern Residence.
SIXTH, below Columbia avenue—Valuable Lot,
MORRIS, west of Sixth—Lot,
OXFORD and MILLTOWN Roads, Twenty-third ard—Farm, 51 % acres. OROUND RENTS—\$54, \$40 to, \$40 50, \$40 50, \$40 50,

WAP HINGTON Street, west of Thirteenth-Lot, BPRUCE, Nc. 1817-Filegant Residence, RACE, No. 1715-Modern Besidence FRONT Kaighn's Point-"Knesill's Hote'," COLORADO Territory-Claims and premises in Nevada mibing district. MONTANA Territory-5 claims, in pre-emption ties only, Stablares Greenwich Improvement and Railroad Co.

Stehares Greenwich Improvement and Railroad Co.
18 shares East Mansooy Railroad Co.
18 shares East Mansooy Railroad Co.
18 shares Union Fank of Ternesses.
18 shares Union Fank of Ternesses.
18 shares Fourth National Bank.
18 shares National Exchange Bank.
18 shares National Exchange Bank.
18 shares Provident Life and Trust Co.
18 shares Bank of North America.
19 shares Central Transportation Co.
18 shares Southern Transportation Co.
19 shares Empire Transportation Co.
10 shares Fhiladelphia and California Petroleum Ontoners Philadelphia and California Petroleum Ontoners.

Company.

On pany.

Selares Lukens Valley Railrord and Coal Co.

20 shares Buck Mountain Coal Co.

11 shares Philadelphia and Trepton Railroad Co.

2 shares Philadelphia and Southern Mail Steamship

Chipany, Paw No. 54, middle aisle Presbyterian Church, Arch Paw No. 94, Endote also Pressylverian Charon, Area Street, above Tenth. Paw No. 91, St. Andrew's Church. Paw No. 52, First Bay tist Church. 1000 shares McKean and Eik Laud and Improve-ment Co. 6 Shares Camden and Atlantic R. R. Co. (old) Jan. 23, at 4 o'clock, valuable miscellaneous books, limstrated works, English and American editions, including British Poets, 15 volume., Waverley Novels, Dickens' works, etc.

Also, 2 superior microscopes.

1 23 24

MARTIN BROTHERS, AUCTIONEERS,—
No. 129 CHESNUT St., rear entrasce from Minor.

No. 179 CHESNUT St., rear entrace from Minor,

Sale No. 579 Chesnut street.

ELEGANT WALNUT HOUSEHOLD FURNITURE, FRENCH PLATE MANTEL, PIER AND
OVAL MERCHS: HANDSOME ROSEWOOD
PIANO, HARNESS, IRON CHESTS, HANDSOME BRUSSELS AND OTHER CARPETS,
ETC., ETC.
On Wednesday Morning,
Jan. 37, at 10 o'clock at the auction rooms, No. 520
Chesnut street, by catalogue very excellent Furniture, including—Handsome parior and ilbrary furniture; 5 souts elegant chamber furniture; large and
elegant wardrobe; walnut and oak extension tables;
dining-room chairs; elegant rosewood plano forte;
fine Fiench plate mantel, pler and oval micrors, glis
frames; iron chests; 25 sots single carriage harness;
bronse chandellers; handsome velvet and Brussels
carpets, handsome cigar Pompey; feather bads;
spring mattresses; chius and glassware, etc. [1252]

Sale No. 4.9 S. Eighth street,
I. AD DSOME WALS. UT FURNITURE, ETC.
On Thursday Morning,
Sath inst., at le e'clock, at No. 469 S. Eighth street,
by catalogue, the entire superior farniture, including
handsome wainut and brocatelle parlor furniture,
large centretable, elegant wainut chambersuit, large
wardrobe, very fine French plate mantel and pler
mirrors handsomely framed; handsome medallon
velvet, Brossels, and other carpets; glasswa. e, kitchen
niewsliz, etc.

ntensils, etc.
The cabinet furrittere was made to order by Allen.
May be seen early on morning of sale. 12162

Buy be seen early on morning of sale.

Eale No. 1406 N. Fifteenth street.

ELFGANT WALNUT FURNITUER, HANDSOME MIR) ORB ELEGANT ROSE WOOD PIANO. VERY FINE OIL PAINTINGS. BICH BRUSSELS CARPETS, FINE GLASSWAKE AND CHINA, ETC.

On Tuesday Morning.

February 2. at 10 0 clock, at No. 146 N. Fifteenth street, hoove Master street, by catalogue, the entire furniture including very elegant walnut and marcom plus h drawing-room suit, centre table, handsome walnut chamber furniture, 2 handsome walnut side-boards, superior library furniture, bookease, elegant

plus drawing-room sult, centre table, handsome walnut chamber furniture, 2 handsome walnut side-boards, superfor library furniture, bookcase, clegant rosewood plano by Rammi; very fine French plate mirrors hangs, mily framed; French mattel clocka, Regers' Group, fire-proof silver chest, hair mattelesses, richly cut glassware, fine white French china plated ware, rich Brussels carpets, cottage sult, kt.chen utensils, etc.

ELEGANT OIL PAINTINGS.

Also, Several fine subjects by William Shayer, Verboerkhoven, Bonneld, Dyke, and others; fine engravings, etc.

The cabinet furniture was made to order and is in clegant condition.

May be seen early on the moraing of sale, 1 21 lot HANDSOME MODERN RESIDENCE.

Immediately previous to the sale of the furniture, at 10 o'clock, the HANDSOME MODERN THREE.

STORY BRICK RESIDENCE, Double Three-story Back Buildings, side yard, lot of ground, 23% feet front, by 166 feet deep, No. 1406 N. Fineenth street, above Master street. The house is in elegant condition has all the middern conveniences and improvements, in deground drainage, etc.

12291

BUNTING, DURBOROW & CO., AUCTION Of Early, Nos. 232 and 234 MARKET Street, corner of Early street. Successors to John B. Myers & Go. AT PRIVATE SALE, 50 cases infantry overcoats, period. 50 bales grey-mixed army shirts. FIRST LARGE SPRING SAFE OF 2000 CASES BOUTS, SHOES, TRAVELLING BAGS, ETC. Un Tuesday Morning, Feb 2, av 10 o'clock, on four months' credit. 123 St

ADMINISTRATORS' SALE OF FANCY CASSIMERÆS.
On Wednesday,
Feb. 3, will be peremptorly sold, on four months'
credi', commencing at 1c o'cioca, by order of George
Balioca and Rebecca Ann P. Hunter, administrators
of P. M. Hunter, deceased, late surviving partner
of P. M. Hunter & Co.,
ONE TO TWO THOUSAND PIECES OF PERKIOMEN AND STAFFORD MILL CASSIMERES,
being balance of stock from mills. The goods are all
fresh and very desirable styles.

LARGE SPECIAL AND PEREMPTORY SALE OF DOMESTIC GOODS IN ENTIRE PACK AGES.

On Wednesday Morning.
Feb 3 commences at 10 o'clock— 500 entire packages coiton and woollen domestic

Particulars hereafter. LIPPINGOTT, SON & CO., AUCTIONEERS,

NOTICE.

Regular cales of Dry Gooda Notions, Trimmings; etc., will be held every WEDNESDAY through Janus y.

Cabalgaments of Stock Goods, etc., solicited. Ears cushed within five days.

CLAFK & EVANS, AUCTIONEERS, NO. 630 Will sell THIS DAY, Morning and Evening, a large invoice of Brankets, Bed Spreads, Dry Goods, Cloths, Cussimeres, Hostery, Stationery, Twois and Pocket cutiery, Notions, etc. City and country merchanis will find bargains.

KEENAN, SON & CO., AUCTIONEERS,

Large sa e of Liquers, Wednerday, 27th inst. THOMAS BIRCH & SUN, AUCTIONEERS
AND COMMISSION DEROHANTS, No. 1111
GEEDS UT Street; rear entrance No. 1107 Banson 207

SALE OF FINE SILVER PLATED WARE AND TABLE CUTLERY.

On Wednesony Evening.

At 7/3 o'clock, at the sauchon store, No. 1110 Chesnut street, will be sold a stock of elegant silver plated were, comprising tener of offer services of new and stegant patterns, walters of all sizes, dinner and break last castors, lee-pitchers, toresas, cake-baskets, urns. Hours and pickle stands, butter d snot spoon gobiets, berry dishes, epergres, etc.

Also, table cuttery, silver-plated and plain forks, appone, ledles, etc. The goods can be examined on Tuesday. 1252t

C. D. MCCLEES & CO., AUCTIONEERS

WILLIAM S. GRANT.

NO SS. DELAWARE AVENUE, Philadelphia.

AGENT FOR

Dupont's Gunpowder, Refused Nitro, Charcoal, etc.

W. Eaker & Co.'s Chocolate, Cocos, and Broms,
Crocker Bros. & Co.'s Yshipw Hotal, Shoathing,
Bolts and Nalls.