NEW YORKISMS.

From Our Own Correspondent. NEW YORK, Jan. 30, 1869.

VELOCIPEDISM. It has at length been decided that the coming man is to come on a velocipede. Brooklyn and New York are intensely interested in the sublect, Brooklyn, perhaps, a little more so than New York. Velocipede schools have been opened in both cities, velocipede clubs have been formed, and, in Brooklyn velocipedecourses are to be laid down, and one has already been commenced. This looks as though serious work were meant, and velocipedism were not intended to be a mere toy for the hour, to be thrown aside as soon as the season is over. The tenacity with which both New York and Brooklyn have embraced the new idea is something wonder ful. Inventors, by the dozen, are forwarding their patents to the Patent Office at Washington. Some of the finest acrobats in the world have opened a velocipede school, and devoted to velocipedes that skill, patience, and intrepidity which formerly did them such good service on the flying trapeze. Business men, sportsmen, and that class of actresses who attract by their physique and muscle, are among the most enthusiastic di ciples of the new art. For business and for pleasure, alike, the velocipede is declared to be the thing. The tumbles and bruises and other wounds of honor cheerfully incurred in the practice of base-ball and skating, are as nothing compared with those obtained in the effort to manage

these horacless curricles. A new rhyme has been admitted to the Eaglish language, and the poet who has looked in vain for a word to match with liciei finds it at last in the velocipedal "bicicle" and "tricicle." Rink associations are preparing to turn their shating grounds into velocipede courses so soon as the ice season shall have ceased. The Commissioners of Central Park will, ere long, lend a listening ear to the voice of wisdom and pro-gression, and, as their brother commissioners of the Brocklyn Central Park have already done, open the sacred precincts to this new rival of Pegasus. A single firm in this city turns out more than a score a day, and an in-vention is nearly perfected which promises to put the best racer in Mr. Bonner's staces to shame, if, by any figure of speech, horses could be supposed to blush.

be supposed to blush.

Among the velocipede schools of this city, the "Velocipede Hall" at the corner of Tenth street and Broadway ought, perhaps, to take the first rank. It is here that Mr. Frederick Haulon, one of the celebrated Hanlon Brothers, performs with remarkable grace and ease, achieving upon the velocipede the same kind of feats that ab accomplished circus rider performs upon his bare-backed steed. He kneels and stands upon the two-wheeled horse, enanges his cost, and, whilst the "animal" is going at 2 40 speed, performs a number of sets which unmuscular peo-ple in private life usually prefer not attempting Pearsall's up-town velocipede academy was the first one started. Tais was followed by Mercer & Monod's school, in William street, a locality haunted by the bulis and bears. Parker's establishment, on Broadway; the Hanlons', at the corner of Tenth street; and Burnham's, in Broaklyn, who has the largest velocipedal hall in this country. It is reproped to the tree of velocipedists.

is reckoned that the number of velocipedists in this city already reaches several hundred, Augmenting in the same ratio, it will, within the next three months, be reckoned by thouthe next three months, be reckoned by thousands. The principal carriage-makers of the city have already added velocipede making as a branch of their business, and in their ware-rooms, side by side with stately equipages, from the siriest of resilient gigs up to cumpersome family coaches, may be seen the informal and fascinating bickie, that reiniess rover of Nicolson pavements, whose personnel is an unconscious self-encomiast, whose every glittering spoke is its own most eloquent spokesman. To crown all, the velocipede has been all but

To crown all, the velocipede has been all but introduced upon the metropolitan stage. It is one of the standard amusements at the "Tam-many." Every evening, during the interval betwen the acts, velocipedism is illustrated in the Cafe Amusant. The area, to be sure, is somewhat confined, but the performers do all that can reasonably be expected of them, considering that the limits allowed have not the circumference of a circus-ring. Perhaps the days of the horse drama are nearly over. Perhaps Mazeppa on the bicicle is to usurp its place, and gaiteries which once hung enraptured over equine feats will discover a new source for cold thrills in Venus on the Velocipede. A new element of retribution will be introduced into the sensational drama. Nemests, mounted upon the modern Bucephains, will be swifter-footed than ever before, and the heavy villain of the drams, after having been tracked through five long sois by a keem-scented detective (as keem-scented as those who have been ferreting out the Beerrs providers. is on the Velocipede. A new element of

tice, as the curtain descends, through the manouvers of a velocipedal Vidocq!

A visit to some of the velocipede schools of the city is worth while. As the newest and most startling New Yorkism, they challenge a regard not easily satisfied or forgotten. Some pupils learn in a couple of days, and some would never learn in a couple of lifetimes. A very few women are among the neophytes, and it is said that two of the Worrell Sisters bid fair to become good velocipedistes, in which case the public will be sure to learn something about it from the placards in front of the New York Theatre. Miss Carrie Moore, the Skatorial Queen, is also announced as a rising artist of the Queen, is also announced as a rising artist of the velocipeds. The rapidity with which a beginner finds his heels raised late the air and his countenance abased to the floor, is probably unequalled by anything in nature but a flash of lightning. Perils like this, however, are nothing when progression is the watcuword, Meanwhile I beg Philadelphians to remember that when East river is bridged, and when our underground railroad is built, and when velocities in the metropolis. pedism becomes universal in the inclusion, we shall have tripled our claims to "Excelsion," and illustrated the fact that perpetual motion and illustrated the fact that perpetual motion are perpetual progress too. At I Baba.

The Bronze Horses of Venice.

Every American who visits the beautiful "Bride of the Adriatic," as Venice is called, must be struck with the silence that reigns in that city of the sea, owing to the total absence of wheeled vehicles. No sound of travel is heard from morn till night save the "cheep," "cheep" of the oars of the gondola as it shoots off from beneath your window, black and mysterious, like some flitting shadow of a dream. The sound of horses' hoofs, which, in our own cities, is so apt to confound us with that ceaseless clatter, is here never heard; and, indeed, it may be said that there are but four horses in all Venice, and those the oldest in the world, the bronze steeds of the eminent sculptor Lysippus, which stand on the portico of St. Mark.

The history of those horses is highly interesting. They are generally supposed to be the work of Lysippus, who lived three hundred years before Christ. They first adorned the pediment of one of those classic temples of Corinth. But Greece fell beneath the power of Rome, and Corinth was destroyed by the Consul Mummius. The four bronze horses were secured to grace the barbarous triumph, and were, in 146 years before Christ, placed on the Temple of Peace, at Rome. Constantine the Great, on removing the seat of Roman empire to Byzantium, to which he gave his name, had the four bronze horses to adorn this new capital, Constantinople. Greece and Rome both in turn crumbled to decay; the latter falling victim to the barbarous hordes that surrounded it. This decline of Roman empire was the impelling cause of the birth Venice as Queen of the Seas. In the year of our Lord 451 the conquering sword of Attila destroyed Verona, Mantan, etc., whose inhabitants in numbers sought refuge in the islands of the Adriatic, and thus grew up the Venice which was to rank high among the chronicled

cities of history.

About the middle of the thirteenth century Alexis was dethroned by his subjects, who held possession of his capital, Constantinople. His son applied to the then powerful maritime

republic of Venice for assistance, and he re-orived it. Never was support given with more willingness, for Venice saw the opportunity to expand her growing power, and so the capture of Constantinople was rapidly fol-lowed by the conquest of the isles of Greece. The four bronze horses again changed quarters, and Venice now boasted her first importation in that line. They were placed on the portice of the magnificent Church of St. Mark, lacing the Piazza di San Marco. Here they rested until that child of fate, Napoleon I, in his plundering career of conquest, took them, with the choicest art-gems of his vanquished enemies, to enrich the French capital. The four bronze horses were set upon the triumphal arch in the Place du Carousal at Paris, by his order, previous to 1815. This triumphal Arche du Caronsal, a veritable thef d'autre of elegance and good taste, stands at the entrance of the Court of the Taileries. Napoleon ordered the architects Percier and Fontaine to build it in 1806, to celebrate the glory of the French armies. But the star of his destiny went out, and by the treaty of 1815 the Allied Powers restored the four bronze horses to Venice, where any of our readers may see them in their old position, on the Portico of St. Mark's, after a record of over two thousand years' duration! There, it is to be hoped, they may remain for many centuries to come, undisturbed by the politi eal changes of peace, and

To shuff, unmoved, the battle from afar. -Sloan's Architectural Review.

SHIPPING.

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NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1883. Leaving the Company's Depot at Thirteenth and Callowhill 8 reets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Heading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

At 5:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville Pine Grove, Tamaqua, Sunbury, Williams port, Elmira, Lechester, Niegara Batis, Buffalo, Wilkesbarie, Pittston, York, Carliele, Chambersburg, Ungersown, etc. Wilkenbarre, Fittston, York, Carnele, Chambersburg, Hagers own, etc.

The 7-20 A. M. train connects at READING with East Fennsylvania Railroad trains for Alientywa etc., and the \$15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLIATON with Catawissa Railroad trains for Wildmansport, Lock Haven, Elmira etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schnylkill and Susquehanna trains for Northunderland, Williamsport, York, Chambersburg Pinegrove, etc.

Leaves Philadelphia at 830 P. M. for Reading Pottaville, Harrisburg, etc., consecting with iterating and Coumbia itsiroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottatown at 545 A. M., s.copping at Intermediate stations; arrives in Philadelphia at 270 A. M., Returning, leaves Fhiladelphia at 4 P. M.; arrives 12 Pottetown at 515 P. M.

Pottetown at 6 to P. M.

READING ACCOMMODATION.

Leaves Reading at 7 30 A. M. atopping at all way stations; arrives in Philadelphia at 10 25 A. M.

Restings 27 30 P. M.

Resting at 7 30 P. M.

Trains for Philadelphia leave Harrisburg at 8 to A. M., and Pottsville at 8 45 A. M. arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 2 50 P. M. and Pottsville at 2 45 P. M., arriving at reliable at 8 54 P. M.

Harrisburg Accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Concepting at Reading with Atternoon Accommodation south at 6 35 P. M., arriving in Philadelphia at 2 25 P. M.

Mark et train, with a passenger car attached, leaves Philadelphia at 12 30 noon, for Pottsville and a 1 way stations; leaves Pottsville at 7 30 A. M. for Palladelphia and all way stations.

All the above trains run daily, Sundays excepted. All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 835 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 425 P. M.

CHESTER VALLEY RAILBOAD. Passengers for Downingtown and intermediate points take the 7 20 A. M., 12 25, and 4 P. M. trains from Philadlephia. Returning from Downingtown at 0 30 A. M., 12 45 and 5 15 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 750 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 814 A. M. and 12 3 P. M. Singe times for the various points in Perklomen Valley connect with trains at Coflegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at FA. M. and 5 and 8 P. M., passing Reading at 1 65 A. M., and 1 30 and 10 19 P. M., and connecting at Harris org with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Baitimore, 6tc. Ritisburg, Chicago, Williamspore, Eimira, Baitimore, etc.

Returning Express train leaves Harrisburg on
arrivat of Pennsylvania Express from Pitusburg ac
50 and 556 A. M., and 10 56 P. M., passing Reading
at 5 44 and 721 A. M., and 1250 P. M., and arriving ac
New York at 11 A. M. and 1250 P. M., and arriving ac
cars accompany these trains through between Jersey
City and Pitusburg without change.

A Mail Train for New York leavez Harrisburg at
810 A. M. and 205 P. M. Mail train for Harrisburg
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SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsyllie at 6-35 and 11-30 A. M., and 6-4 P. M. returning from Tamaqua at 8-35 A. M., and 2-15 and 4-25 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:18 noon for Pinegrove and Trement. Returning from Harrisburg at 3:80 P. M., and from Trement at 7:40 A. M. and 8:85 P. M.

TICK ETS.

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Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Trains, Reading and Potistown Accommodation Trains, at reduced lates. Excursion Tickets to Philade)phia, good for one day only, are soid at Reading and Intermediate stations by Reading and Potistown Accommodation Traits at reduced rates.

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Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

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Dungan's Express will collect engrage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth Street, or at the Depot, Thirteenth and Callowhill streets.

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At 500 P. M. for Bethlehem, Easton, Allentown and Mauch Chulk.

For Doylestown at 545 A. M., 245 and 415 P. M.

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

For Lansdale at 522 P. M.

Figh and bixta streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

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From Lansdale at 7 30 A. M.

From Lansdale at 7 30 A. M.

From Fort Washington at 18 45 A. M. and 3 10 P. M.

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2 30 P. M. 4.15 P. M., 4 50 P. M., 6 18 and 17 30 P. M.

Leave West Chester for Philadelphia, from Deport
on East Market street at 6.25 A. M., 7 45 A. M., 8 40 A.

M., 10 45 A. M., 1756 P. M., 450 P. M., and 6 755 P. M.

Trains leave West Chester at 8 00 A. M., and leaving Philadelphia at 4 50 P. M., will stop at R. C. Junction and Media only. Passengers to or from station
between West Chester and E. C. Junction, going
East, will take train leaving West Chester at 7 45

A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at E. C.
Junction. Tunction.

The Depot in Philadelphis is reached directly by
the Chesnut and Walkut Street cars. These of the
Market Street line run within one square. The
cars of both lines condect with each train upon its

arrival.

ON SUNDAYS,
Leave Philadelphia at 8 & A. M. and 2 00 P. M.
Leave West Chester at 7 05 A. M. and 4 00 P. M.
Trains leaving Philadelphia at 7 45 A. M. and 4 700
P. M., and leaving West Chester at 8 00 A. M. and 4 00
P. M. connect at B. C. Junction with Trains on P. &
B. C. R. R., for Oxford and intermediate points.

HENRY WOOD, General Sup't.

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At 630 and 10 A. M., 1, 23s, 43s, 6, and 113s P. M. for Fiorence, Edgewater, Riversice, Riverson, Pal-myrs, and Fish House, and 2 P. for Florence and Liverien.

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The 1 and 11-20 P. M. Lines leave from Market street Ferry (upoer side.)

FROM KENSINGTON DEPOT.

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

At 7-30 at d 11 A. M. 2-20, 8-20, and 5 P. M. for Treuton and Bristol. And at 10-75 A M for Bristol.

At 7-30 and 11 A. M. 2-30, and 5 P. M. for Morrisville and Tullytown

At 7:30 and 11 A. M. 2 30, and 5 P. M. for Morrisville and Tullytown
At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Terrecuale, Holmesburg, Tacony, Wisslanding, Bridesburg, and Frankiord, and at 8 P. M. for Holmesburg Bud intermediate Stations,
FROM WEST rithladEdPHIA DEFOT,
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At 9:48 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City: Fare, 32 30.
At 11 30 P. M. Emigrant Lines Fare, \$2.
At 9:46 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.
At 12 P. M. (Sight), for Morrisville, Tullytown, Schoock's, Eddington, Cornwill's, Torresdale, Holmesburg, Tacony, Wisslanding, Bridesburg, and Frankford.
The 9:45 A. M., 6:30 and 12 P. M. Lines will run ord. The 945 A. M., 640 and 12 P. M. Lines will run daily, all others, Sundaya excepted.

For Lines leaving Kenaington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street and way run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 630 and 12 P. M. Lines.

BELVIDERE DELAWARE RALLEGAD LINES, FROM HENSINGTON DEPOR.

FROM HENSINGTON DEPOT.
At 7:30 A. M. for Ningera Falls, Buffaro, Dunkirk, Elmira, Ithaca, Owego, Rochester, Bingnamton, Oswego, Syracuse, Great Bend, Montrose, Witkenbarra, Bernnton, Strondsburg, Water Cap, Schooley's Mountain, etc. tain, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3:32 P. M. Line
connects diffect with the Train leaving Easton for
Mauch Chunk, Atlentown, Bethlehen, etc.

At 5 P. M. for Lambertville and intermediate Sta-

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CAM DEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-BOADS.

FROM MARKET STREET FERRY. (Upper Side.)
At 7 and 10 A. M., 1730, 3 30, and 5730 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Italiasport, Houtt Holly, Smithville, Ewansville, Vincentows, Birminghain, and Pemberton.

At 7 a. M., 1730 and 5730 P. M., for Lewistow Wrightstown, Cooks.cown, New Egypt, Horner-town, Cream Ridge, Imlaratown, Sharon, and Highestown, 1116 WILLIAM H. GATZMEK, Agent.

DENNSYLVANIA CENTRAL BAILROAD FALL TIME, TAKING EFFRUT NOV. 22, 1868,
The trains of the Fenneyivania Central Railroad
leave the Depot, at THIRTY-right and Market Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets tolify minutes before its departure. The Cheanut and Wainnt Streets cars run within one square of the Depot.

Bleeping Car Tickets can be need on application at the Ticket office N. W. corner Ninth and Cheanut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot, Orders Inf. at No. 211 Cheanut Street, or No. 115 Market Street, will receive attention.

receive attention. LEAVE DEPOT. VIZ:-

PRANCIS FUNK, Ticker Agent,
No. 116 MARK ET strest.
SAMUEL H. WALLACE,
Picket Agent at the Depok,
Sume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount
in value will be at the risk of the owner, unless taken
by special contract. ED WARD H. WILLIAMS,
General Superintendent Altsona, Pa.

PHILADELPHIA, WILMINGTON, AND DEBALLIMORE HAILMORD, TIME ABLE. - COMMENCED MONDAY, November 23, 1063. Traces will leave Depot corner Broad street and Washingwill leave Depot corner Broad street and Washington avenue, as follows:

Way Mail Train as \$500 A.M. (Sandays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisined and intermediate stations.

Express, Train at 12 M. (Sandays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havres extrace, Connects at Wilmington with train for New Castle.

Express Train at 400 P. M. (Sandays excepted) for Baltimore and Washington, stopping at Caester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perry ville, Hayre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Charles, and Stemmer's Bun.

man's, Edgewood, Magnonia, Uniso's, and Sectimer's
Rub.
Night Express at 11'20 P. M. (Daily) for Baltimore
and Washington, stopping at Onester. Thursow, Liawood, Claymont, Wilmington, Newark shirton,
North-Esst, Perryville, and Hawe de Grace.
Pathergers for Fourcess Monroe and Norsolk will
take the 12'00 m. train,
Stopping at all Stations between Philadelphia and
Wilmington.

Wilmington.
Leave Philadelphia at 11°0 A. M., 280, 500, and
7 to P. M. The 5'00 P. M. Train connects with Dela-ware Raisroad for Harrington and intermediate ware Railroad for Harrington and intermediate stations.
Leave Wilmington 7.00 and 5.10 A. M., 136, 415, and 7.00 P. M. The 5.10 A. M., Train will not stop between Chester and Phasacephia. The 7.00 P. M. Train from Wilmington runs desily; all other Accommodation Trains bundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.25 P. M., Express. 7.25 F. M., Express. 7.25 F. M., Express. Baltimore at 7.25 P. M. stopping at Magnotis, Perrymans, Aberdeen, Havre de Grace, Perryville, Charlestown, North East, Eliton, Newark, Santon, Newport, Wilmington, Claymont, Linwood, and Chester, where to all polity West. South, and

and thister.

Through tickets to all points West, South, and Through tickets to all points West, South, and Through tickets to all points West, South, and Toushus the Line of the Constitution of the Constit

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.—THROUGH AND
DIRECT HOUTE BETWEEN PHILADELPHIA,
BAITIMORE, HABRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-

VANIA.

Elegant Sleeping Cars on all Night Trains.

Elegant sleeping Cars on all Night Trains.

On and after MONDAY, November 22, 1888, the
On and after MONDAY, November 22, 1888, the run as follows:-

W EST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
For Cape May and stations below Millyfile, 215
P. M. P. M.
For Millville, Vineland, and intermediate stations
\$15 A. M., \$15 P. M.
For Bridgeton, Salem, and way stations \$15 A. M.
and \$20 P. M.
For Woodbury at \$15 A. M., \$15, 330, and 600 P. M.
Freight train leaves Camden daily at 12 o'clock Freight received at second covered whas it is
Walnut street, daily.
Freight Delivered No. 228 South Delawareavan
WILLIAM J. SEWELLL.
Supportationdens

AUCTION SALES.

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Miner,

Sale No. 1406 N. Fifteenth street.

ELFGANT WALNUT FURNITURE, HANDSOME MIRRORS ELEGANT ROSE WOOD PIANO, VERY FINE OIL PAINTINGS. RICH BRUSSELLS CARPETS, FINE GLASSWARE AND CHINA, MIC.

February 2, at 10 o'clock, at No. 1408 N. Fifteenth street, sbove Master street, by catalogue, the entire forniture including very elegant wainut and maroon pinch drawing-room suts, centre table, handsome wainut chamber furniture, 2 handsome wainut side-boards, superior library furniture, bookcase, elegant rosewood plano by Ramm; very fine French piate mirrois, handso, mely framed; French manual clocks. Regers' Group, fire-proof sliver chest, hair maticesses, richly cut gissware, fine white French china, plated ware, rich Brussels carpets, cottage suit, kichen utensils, etc.

ELEGANT OIL PAINTINGS.

Also, several fine subjects by William Shayer, Verboeckboyen, Bonfield, Dyke, and others; fine engravings, etc.

The cabinet furniture was made to order and is in

ngs, etc. The cabinet furniture was made to order and is in elegant condition.

May be seen early on the morning of sale. I 21 10t

HANDSOME MODERN RESIDENCE.

Immediately previous to the sale of the furniture at 10 o'clock, the HADDSOME MODERN TRREESTORY BRICK RESIDENCE. Double Tree-story Back Buildings, side yard, lot of ground, 23% feet front, by 100 feet deep No. 1408 N. Fifteenth street, above Master street, The house is in elegant condition; has all the modern conveniences and improvements, underground drainage, etc.

122 9t

Sale No. 529 Chesnut street.

HANDSOME WALNUT HOUSEHOLD FURNITURE, 2 PIANO. FINE FRENCH PLATE MIR ROBS, HANDSOME VELVET AND BRUSSELS CARPETS, ETC.

On Wednesday Morning.

Feb. 3, at 10 o'clock at the acution rooms, No 529 Chesnut street, by catalogue very excellent Furniture, including—Very superior walnut parior and library furniture; 5 elegant walnut chamber suits, finished in oil and varnish; fine Frenchipiate mantel, pler, and oval inferes. In glit frames; handsome redailion velvet, Brussels, and other carpets, fron saies, office furniture, fine china and glassware, feather beds, large turning lathe, gas consuming stoves, etc.

leather beds, large turning lathe, gas consuming stoves, etc.

Peremptory Sale on the Premises, to close the Partnership Concern of the Firm of Evans & Watson.

**TOCK AND MACHINERY.

SUPERIOR FIRE PROOF SAFES, SUPERIOR FIRE PROOF SAFE, with Sanburn Steam Pient, 2 FINE BURGLAR-PROOF SAFES, SELOND HAND SAFES, VAULT DOOR: DRILLING MACHINES; LATHES, SHAFTING; BELTING; TOOLS; Castings, ETC.

**TOOLS; Castings, ETC.

**On Thursday Morning,

February II, at 10 o'clock, at No. 23 South Seventh street, without reserve, to close the partnership concern of Evans & Watson, by catalogue, the entire stock, including:—to superior fire-proof safes, with amborn steam attachment; small Evans & Watson safes; 2 very line patent burgiar-proof safes, with rince sett; inside burglar-proofs; money baxes, patent locks; set of vault doors; 12 safes, made by Little and others; large quantity of pamphiets and printed matter, etc.

**AT THE FACTORY, Beck of No. 24 North Eighth street, below Vine.

matter, etc.

Back of No.244 North Eighth street, below Vine.
VALUABLE MACHINERY; LATHES, DRILL-PRESSLE: FORGES: TOOLS; WROUGHT AND CAST IRON: PLATFORM SCALES, ETC.
On Thursday,
At 12 o'clock M., the entire contents of Factory, including:—4 drill presses: planing machines; lathes; vises: pair heavy shears: castings; shading; pulleys and hangers; beiting; screw cutter; blackamiths; and machinists' tools; forge; 2 pairs platform scales; 4 cabinet makers' benches; 1 barrel varnish; lot lumber, etc. ber, etc. Also, i ton asbestos. Also, smail iron safe. May be seen early on morning of sale. 130 10t

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia as 6, 7, 8, 965, 10, 11, 12 A, M,

1, 2, 3 15, 3%, 4 5, 5%, 6 10, 7, 8, 9, 10, 11, 12 P, M,

Leave Germantown at 6, 7, 73, 8, 8 20, 9, 10, 11, 12 A,

Min. 1, 2, 3, 4, 45, 6 6 3, 7, 6, 9, 10 11 P, M,

The S 22 down train, and 3M and 5M up trains, will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia at 2-15 A. M., 2, 7, and 10% P. M.
Leave Germantown at 8-15 A. M., 1, 6, and 2% P. M. CHESTNUT HILL BAILBOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 354, 5%, 7, and 11 P. M., Leave Chestnut Hill at 7:10, 8, 940, 1140 A. M., 1:49, 40, 5:49, 6:40, 8:10, and 10:40 P. M. ON SUNDAYS. Leave Phyladelphia at 9 15 A., 2 and 7 P. M. Leave Ch. st. u. Hill at 7 50 A. M., 12 40, 5 40, and 9 25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. 3. 4/2, 5%, and 8'2 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M.; 2/4 and 7/4 P. Leave Norristown at 7 A. M.; 6/4 and 9 P. M.

FOR MANAYUNK. 15a 55g 6'a, 805, and 115g P M. 15a 6'a, 805, and 115g P M. 15a be Manayunk at 6'10, 75g, 8 20, 95g, and 115g A, M.; 15a, 5, 65a, and 9 P. M. ON SUNDAYS.

Leave Philadelphis at 9 A. M; 2½ and 7½ P. M. Leave manayonk at 7½ A. M.; s and 9½ P. M. W. B. WILSON, General Superintendent. Depot, Ninth and Green streets.

LUMBER. SPRÜCE JOIST. 1869 BPAUCE JOJE F. HEMLOCK, HEMLOCK,

9 BEASONED CLEAR PINE. 18
BEASONED CLEAR PINE.
CHOICE PATTERN PINE.
BPANISH CEDAR, FOR PATTERNS.
HED CEDAR. 1869 1869

FLORIDA FLOORING,
FLORIDA FLOORING,
CAROLINA FLOORING,
VIRGINIA FLOORING,
DELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK,

WALNUT BUS AND PLANE: 1869
WALNUT BUS, AND PLANE: 1869
WALNUT BURNES.

UNDERTAKERS LUMBER 1869 WALNUT AND PINE

9 SEASONED POPLAR. 18
SEASONED CHERRY. 18
WHITE OAK PLANK AND BOARDS.
HICKORY. 1869

CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW. 1869

1869 CEDAR SHINGLES, 1860 CYPRESS SHINGLES, 2 00., MAULE, BROTHER & 00., No. 2500 SOUTH Street,

110 T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS SHACKAMAXON STREET WHARF.

BELOW SLOAT'S MILLS, AGENTS FOR SOUTHERN AND EASTERN MAN facturers of YELLOW PINE and SPRUCE TIMBH BEOARDS, etc., shall be happy to furnish orders wholesale rates, deliverable at any accessible port. Constantly receiving and on hand at our whar. SOUTHERN FLOORING, SCANTLING, SHIN GLES, EASTERN LATHS, PICKETS, BED-SLATS SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACK MATCC SHIP-KNEES. PHIL DELPHIA (SO-CALLED), ALL OF WHICH WILL BE DELIVERED AT ANY PARTOFTHE CITY PROMPTLY

CHROMO-LITHOGRAPHS. PICTURES FOR PRESENTS.

A. S. ROBINSON,

Mo. 910 OHESNUT Street,

Has just received exquisite specimens of ART SUITABLE FOR HOLIDAY GIFTS. FINE DRESDEN "ENAMELS" ON PORCELAIN, SPLENDID PAINTED PHOTOGRAPHS, feeluding a number of choice gents.

A SUPERB LINE OF CHROMOS. A large assortment of NEW ENGRAVINGS, Etc.

AUCTION SALES M. THOMAS & BONE, NOS. 139 AND 14 FREE EXHIBITION OF SPLENDID PAINTINGS.

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

Admission free from 9 A M. till 5 P. M. daily.

The sale will take place at the Art Gallery of Mr. Ches. F. Paseitine, No. 1125 Cheshut street, on Monday and Tuesday evenings, February 1 and 2 at 7% o'clock.

Catalogues now ready.

BALF OF SUPERS PAINTINGS.

The rale of Goupi & Ca., M. Knoedler's flue collection, will commence this evening at 7% o'clock, at the Art Gallery of Mr. Charles F. Haseltine, No. 1128 Cheenut street, One helf the cavalegue will be sold this evening—the balance so morrow evening.

SALE OF REAL ESTATE, STOCKS, &c., February 2, 1869, at 12 o'clock, noon, at the Philadelphia Exchange, will include— OLD YORK ROAD—4 Frame Dwellings and large

OLD YORK ROAD—4 Frame Dwellings and large lot.

BOUTH No. 841—Store and Dwelling.
SPRUCE, No. 220—Valuable Hotel.
CATHARINE, above Sixteenth—Building Lat.
TENTH (North) No. 223—Destrable Dwelling.
BEVENTH (North) No. 223—Modera Dwelling.
1000 shares West Bangor State Mining Co.
2 shares Union Passenger Railway Co.
14 shares Union Passenger Railway Co.
16 shares Union Mutual Insurance Co., capital Stock,
10 shares Bear Mountain and Franklin Coal Co.
250 shares Mingo Oil Co.
2450 shares Mingo Oil Co.
2450 was sen and Eric Canal (special stock.)
Few No. 134 Church of the Epiphany,
1 share Coulingmal Hotel Co., (old stock.)
266 shares Second and Third Streets Passenger Railway Co.
1 share Philadelphia Athensum.

206 shares Second and Third Streets Passonger Railway Co.

1 share Philidelphia Atheneum,
50 shares Southern Transportation Co.
50 shares Southern Transportation Co.
50 shares Southern Transportation Co.
50 shares Paint of North America.
4 shares Paint eliphia and Southern Mail Steamship Co.
5500 City of Treuton 6 per cent Bonds.

20 shares American Buttonhole Machine Co.
5 shares Camnen and Atlantic Railroad.
59 shares Meehili and Schuyikii Haven Railroad.
50 shares American Life Lusurance Co.
50 shares Fourth National Bank.
63 Catalogues now ready.

BUNTING, DURBOROW & CO., AUCTIONS OF BANK Street, COMMON OF BANK Street, Successors to John B. Myers & Go. FIRST LARGE SPRING BALE OF 2000 CASES
BOUTS, SHOES, TRAVELLING BAGS, EFC.
Feb. 2, at 10 o'clock, on four months' credit, including cluding—
aten as both of the model of the cluding aten as both of the grain iong dress boots; Unagross both and bilmorals; kip, buff, and pullsh grain brogans; women's, misses, and children's goat morocco, kid, and enamelted batmorals; Congress gaiters, lace boots; lasting gaiters; ankle ties; travelling bags; metallic oversibles, etc. 1 27 5t

ADMINISTRATORS' SALE OF FANCY CASSIMERES.
On Wednesday,
Feb. 3, will be peremptorily sold, on four months
credit, commencing as it o'clock, by order of George
Ballock and Rebecca Ann P. Hunter, advalulateators
of P. M. Hunter, deceased, late surviving partner
of P. M. Hunter, deceased, late surviving partner
of P. M. Hunter & Co.,
ONE TO TWO THOUSAND PIECES OF PERKIUMEN AND STAFFURD MILL CASSIMERISS,
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 PACE, AGES. AGES. On Wednesday Morning.
Feb. 3 commencing at 10 o'clock—
500 entire packages coston and woollen domestic

cocs. SPIRTING AND SHEETINGS.

— cases beavy bieached and brown muslins in all widths and qualities.

ALSO,

widths and qualities.

- cases 5-4 fine pillow-case muslins.

- cases white, scarlet, and grey all-wool dannols.

- cases spring styles full a adder prints.

- cases extra heavy pure napkins.

- cases heavy wire-twist checks.

- cases heavy brown and blue denims.

- cases superior quality of tailors' silesias.

- cases sheavy brown and blue denims.

- cases all-wool fancy shirilogs.

- cases blown and bleached diapers.

- cases blown and bleached diapers.

- cases black and white and high-colored balmorals.

- cases black and white and high-colored balmorals.

- cases fine quality toilet quits.

- black brown and grey b arkets.

MILITARY CLOTHING.

50 cases infanry overcoats, perfect.

50 cases grey-mixed army shirts.

- cases 6-4 black Union cloths.

- cases 6-4 light fancy cassimerss.

- cases 6-4 light fancy cassimerss.

- cases 64 light fancy cassimeres.
- cases 44 double and twint cassimeres.
- cases 44 heavy brown doeskins. - cases 4-4 brown Oxford and gold-mixed jeans

cases 4-4 Washington twilled mixtures. — cases 4-4 heavy-mixed satincts.
— cases 4-4 cable cords,
N. B.—Goods will be open for examination with
catalegues on the day previous to sale.

1 27 64 FIRST SPRING SALE OF CARPETINGS, 200
PIECES OIL CLOTH 5, ETC.,

Feb. 5, at 11 o'circk, on four months' credit about
200 pieces ingrain. Venetian, list, hemp, cottage, and
reg carpetings; all cloths, etc.
Also, a line of tapestry Brussels.

1 20 5t

CLARK & EVANS, AUCTIONEERS, NO. 680

Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains.

Terms cash, Goods packed free of charge 9 99 C. D. McCLEBS C. D. McCLEES & CO., AUCTIONEERS, No

SALE OF 100 CASES BOOTS, SHOES, BROGANS,
BALMORALS, ETC.
On Thursday Morning,
Feb. 4/commencing at 10 o'clock, we will sell, by
catalogue, for cash, 900 cases men's boys', and youtha'
boots, shoes, brogans, balmorals, etc.
Also, a large assoriment of ladies', misses', and
children's wear, to which we would call the attention
of the trade.
2135

THOMAS BIRCH & SON, AUCTIONEERS OF AND COMMISSION MERCHANTS, No. 1110 OHESNUT Street; rear entrance No. 1107 Sansom #1 LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 840 MARKET St.

KEENAN, SON & CO., AUCTIONEERS,

ADRIAN H. MULLER, AUCTIONEUR. VALUABLE PROPERTY ON BROADWAY

NEW YORK.

CHUBCH, DUANE, AND NORTH STREETS, NEW YORK, TO SE LEASED AT AUCTION. Adrian H. Muller, P. R. Wilkins & Co. will lease at auction, ON TUESDAY, FEBRUARY 16, 1649, At 12 o'clock M , at the Exchange Salesrooms, Me

III BROADWAY, BY ORDER OF THE UNDERSIGNED, L COMMITTEE OF THE BOARD OF GOVERNORS OF THE

SOCIETY OF THE NEW YORK HOSPITAL, THE FIFTY-EIGHT LOTS COMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, DUANE, AND WORTH STREETS, BE LEASED AT AUCTION ON THE

ABOVE MENTIONED DAY. This property is located in the centre of the heavy cuainess of the ci y, on high ground, with dry, sandy soil, and surrounded by first-class improvements. The leases will be for a term of twenty-one years, with the usual covenants for renewal, and will be similar to those made by the "SAILORS' SNUG HARBOR," which have always been considered as most favorable to the lessee. The advantage of holding long leaves on property in the business portion of the city is demonstrated by the large bonus which has been paid for those made by the "callors" Sang Harbor," amounting in many cases almost to the value of the fce. The leasing of the above-described property at auction will afford an epportunity that in all probability will never again occur for procuring leases of building alles test most, from the con-

at the property is by law as the series of building altest and most, from the containing demand for business property in this city, soon he worth a large premium, especially as the property is by law as the property is better than a property is a property in the property is better than a property in the property is by law as the property in the property is by law as the