BOARD OF TRADE.

Thirty-Sixth Annual Report—Interesting Facts.

At a meeting of the Board of Trade, held last evening, the following officers were elected for the ensuing year:—President, John Welsh, of S. & W. Welsh, shipping and commission merchants; Vice-Presidents, Samuel V. Merrick, formerly Merrick & Sons, machinists; James C. Hand, of James C. Hand & Co., iron and hardware commission merchants; Frederick Fraley, President of the Schuylkill Navigation Company; Secretary of the Association, T. Morris Perot, of T. Morris Perot & Co., wholesale druggists; Treasurer, Richard Wood, of Wood, Marsh & Hayward, wholesale dry goods.

The thirty-sixth annual report of the Executive Council was submitted. This document, after reviewing the formation and action of the National Board of Trade in this city last fall, states:—

In reference to direct foreign trade from our own port by steamship to Europe, the Council have not been unmindful or neglectful of its duties. The last report of the Committee, who have watchfully and industriously attended to this matter, stands upon our minutes as follows:

"Mr. Souder, chairman of a committee in reference to steam transportation, stated that, after repeated interviews with the officers of the Pennsylvania Central road, he thought it safe to affirm the probability that, at no distant day, a line of steamers to Liverpool would be placed in service. With regard to a North German line, he stated that a first-class line of steamships is now being fitted out between Altoona and either New York or Philadelphia on this side; that Philadelphia might secure them by a sufficient subscription and effort, but that he was not yet prepared to propose any line of action, and asked a continuance. Report accepted."

This line to Liverpool will be started at the joint risk of Handerside & Henderson, of Glasgow, and the Pennsylvania Central Road, Mr. McIlenry being the agent. The steamship line to the north of Germany mentioned above is one eminently deserving the most serious consideration of the business public of Philadelphia. It will be in every respect a first class line. It will be the recipient of a subvention from the Prussian government. The managers of it are strongly inclined to make Philadelphia its American terminus. All that is needed is that a Philadelphia interest should be created by a joint contribution to its funds and a joint risk (if such there be) in its success.

The hesitation of the committee of this board in regard to pressing its claims upon the public has originated in unpleasant reminiscences of the results of some former undertakings. The question is still open, and is worthy of careful consideration by the two powers equal to the task of insuring a decision in favor of this city—the one the great business public of Philadelphia, before whom the cost of the enterprise, it would seem, would be as nothing; the other the Pennsylvania Central Railroad, which would be the principal recipient of its advantages.

At the stated meeting in February last, on motion of Mr. Kent, a memorial was addressed to the Councils of the city in favor of the immediate construction of a second ice boat, for the purpose of securing an open winter navigation of the Delaware river. The Council are now happy to congratulate the Association upon the completion of an ice-breaker believed to be adequate to all reasonable requirements, and capable, with the help of the old one, if not alone, of keeping an open channel from our wharves to the sea.

The frauds upon the internal revenue had become so manifest, in regard especially to the articles of whisky and tobacco, that a special meeting of Council was called in April last, at the instance of Mr. Merrick, to consider, and if possible to indicate, some plan by which a greater revenue from those articles could be secured to the government; and the demoralization, so general and so great as was apparent in the trade in those articles, be measurably checked. After mature consideration and debate, a memorial was prepared by Mr. Merrick and forwarded to Congress, in favor of a diminution of the tax upon whisky to not less than fifty cents per gallon, and a change of the mode of taxing tobacco, so that all or nearly all the excise tax should be collected upon the leaf. The former change was adopted. The results are probably not yet fully apparent, but so far as they are manifest they certainly do not show that diminished temptation will wholly eliminate fraud.

Memorials have also been forwarded to Congress against permitting any local private or public corporations or individuals to levy tolls upon commerce entering the mouths of the Mississippi, under the specious pretence of improving or deepening its channel.

Also, at the instance of Mr. Wetherill, in favor of continuing government aid to the Kansas Pacific Railroad.

Also, on motion of Mr. Fraley, in March last, in favor of the bill then before Congress diminishing materially or entirely removing the excise on domestic manufactures.

Also, on motion of Mr. Buzby, in favor of continuing appropriations for the active prosecution of the United States Coast Survey.

Also, on motion of Mr. Allen, against the further postponement of the time when that portion of the bankrupt act should become operative which requires the debtor to show assets to the value of 50 per cent of his indebtedness in order to receive the benefit of its provisions.

The subject of taxation by States and local municipalities of commercial travellers, exhibiting goods and selling by sample, under the name of licenses, was brought to the notice of the Council by a highly respectable house, which had been the sufferer by an extravagant penalty imposed in the city of Pittsburg upon one of their employes, who had actually paid a license tax. These license laws are in force in almost every State, and a State court of Maryland has recently decided that they are not in conflict with that provision of the Constitution which secures to every person in a State he may visit the same rights as are enjoyed by a citizen thereof. That the effect of these laws upon the whole and in regard to the general interests of trade is pernicious, cannot be doubted; but where a reform can begin, or how and by what authority it can be effected, is of such difficult determination, and requiring the acquiescence and assent of so many parties, that it seems almost impossible of accomplishment. It was remitted by Council as a fit subject for their consideration to the National Board of Trade.

The Council have above recapitulated, as is required by the constitution, the principal subjects which have received their attention and been definitively acted upon. As has been their custom for some years past, they will here add a few words respecting the results of the business of the year in the three great staples of the State—coal, iron and petroleum.

Measured by quantities sent to market no year has ever been so productive as the past; and, judging from these quantities, no year has ever added more to the wealth of the State than the past. The anthracite coal sent to market from the three great coal fields is 13,674,257 tons, against 12,512,303 tons in 1867, an increase of 1,161,854 tons, notwithstanding a long suspension of production in the Schuylkill region in consequence of a strike on the part of the operatives; but as the production of the year before was diminished in about equal quantity from the same cause in another region, perhaps this may be considered as a chronic and normal affliction of this trade, and that this increase of 1,000,000 to 1,250,000 tons is about the legitimate increase of this product, and as no over production or overstock is apparent from the present prices, it may be taken as a fair conclusion that the consumption of the country will absorb fully this increase in the future, as in the past.

If the bituminous fields have been equally productive, and it is certain that they have, the total coal product of the State has not been less than 18,000,000 tons. The price at the collieries has been at least $2 50 per ton. From this it is seen that fully $45,000,000 have been distributed among the producers. Fully an equal amount has been received within our borders by transporters and dealers, since an estimate of $5 per ton at the State line is within the average price of the year. This product may safely be set down at 90,000,000.

But the article of petroleum has transcended in quantity all estimate and, one may almost say, all bounds. The export has been:

	1867.	1868.
New York,	33,834,133	52,803,202
Philadelphia,	29,437,429	40,505,620
	63,271,562	93,308,822
All other ports,		5,972,938
Total		99,281,760

This statement does not include Detroit and some other lake ports from which considerable shipments are made, or California, from which some goes to the islands of the Pacific. It is not unreasonable to suppose, indeed it is certain, that these would, if added, close up the full 100,000,000 gallons of export. The prices at Philadelphia have ranged from 23½c., the lowest, to 34c., about the highest, for refined. Of the whole export, about 8 per cent. has been crude, which has been worth from 11½ to 18c. Estimating from these data, the export value at port of shipment has been fully $27,000,000, in currency, and were it not that this vast and rapidly increasing production has outrun the consumption, also enormous and increasing, this article alone ought to, and would have, at its real intrinsic value as compared with any illuminating substance in existence, been worth AT LEAST 100,000,000 GOLD DOLLARS. Before petroleum was discovered, the kerosene oil made from bituminous coal, retailing at $1 40 per gallon, was fast superseding all other illuminators. If it should prove in the future that we are exhausting our reservoir of this article it will be a subject of great regret that we do not now adopt some means to husband our resources in the present. If we had exported but 50,000,000 gallons the past year and could by any means have retained for future use the rest, it is certain that this moiety would have realized to us as much as the whole has done.

The rate of increase in shipments has been:

1861,	gallons,	1,183,632
1862,		11,140,033
1863,		28,250,721
1864,		31,872,972
1865,		29,805,523
1866,		67,430,451
1867,		68,189,031
1868,		100,000,000

The domestic consumption added to this export would show that the world has taken for consumption not less than 140,000,000 gallons of this remarkable product, and a value of over $37,000,000 in our currency.

The exact statistics of iron production for the year 1868 cannot yet be quoted. From the returns already received by the secretary of the Iron and Steel Association, no greater increase over the production of last year is anticipated than the increase of 1867 over 1866.

The production for 1868 upon this basis would be:

Of pig iron of all kinds,	tons,	872,822
From the forges and bloomeries,		32,164
And of rails,		253,380
Manufactured iron in the various forms—rod, sheet, plate, hoop, nails, &c.,		265,821
Tons,		551,535

These amounts would indicate a value of not less than $68,000,000, at the average of prices current for the year.

Aggregating these values, we have for these three articles not less than:

Coal,	$90,000,000
Petroleum,	37,000,000
Iron,	68,000,000
Total,	$195,000,000

These statements with regard to these three great sources of wealth (two of them exclusively Pennsylvanian, or nearly so, petroleum and anthracite coal) which distinguish this State, they being additional to an agriculture as productive in the main as that of any other State of equal geographical extent, and additional also to a manufacturing and mechanical industry in textile fabrics, and in iron, wood and stone as diversified and as extensive as can be found anywhere in this country among an equal population, for the practical purpose of demonstrating to our business men and citizens the magnitude and importance of our own domestic trade, which involves the exchange of values within our borders of not less aggregate amount than that of the whole cotton product of the country, 2,200,000 bales, at $80 per bale, $176,000,000, the great and almost exclusive staple of eight States; and further to impress upon our great carrying companies the necessity of reconsidering the policy upon which they appear to act, with systematic and determined persistency of subordinating the home trade to the through traffic over their roads, the one of them by allowing drawbacks of freight on the coal transported through and beyond our limits, and the other making a less charge per mile on merchandise transported through and beyond than on that delivered at our own warehouses; in the one case annulling for us the advantage of locality in regard to cheap fuel, so important to our manufacturers, and in the other taxing our distributing trade by freight charges equal to those levied upon goods carried one hundred miles beyond our limits.

The Council have at various times expressed their opinion upon the great question of the policy of protection to home industry in the arrangement of a tariff. They have taken it for granted that so far as this Board, this city and this State are concerned this policy is no longer an open question; that it is the fixed and settled conviction of this organization that a protective tariff is absolutely necessary in the present state of the finances of our country, not only to our onward progress, but to our very existence as a nation regardful of its credit, and the Council have at all times acted upon the conviction, as they will in the future, that a watchful attention was incumbent upon them to see that no step should be taken without their earnest opposition, tending to an abandonment of that principle.

The usual statistics, which have been found by experience to be of considerable interest, especially abroad, will be found in the appendix, to wit, the full statistics of iron, coal and petroleum, and the exports and imports of Philadelphia, together with as full a statement of the manufacturing industry of the city as can, from the internal revenue returns and other sources, be obtained, with such other notices as seem to be of value for reference and permanent use.

All of which is respectfully submitted, on behalf of the Executive Council.

JOHN WELSH, President.

A. J. PERKINS, Secretary.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3·15, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train, and 3¾ and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2, 7, and 10¾ P. M.
Leave Germantown at 8·15 A. M., 1, 6, and 9¾ P. M.

CHESTNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chestnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.
Leave Philadelphia at 9·15 A., 2 and 7 P. M.
Leave Chestnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¾, 6¼, 8·05, and 11½ P. M.
Leave Norristown at 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.
Leave Philadelphia at 9 A. M.; 2½ and 7¼ P. M.
Leave Norristown at 7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M.; 1½, 3, 4½, 5¾, 6¼, 8·05, and 11½ P. M.
Leave Manayunk at 6·10, 7½, 8·20, 9½, and 11½ A. M.; 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.
Leave Philadelphia at 9 A. M.; 2½ and 7¼ P. M.
Leave Manayunk at 7½ A. M.; 6 and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, Ninth and Green streets.

CHROMO-LITHOGRAPHS.

PICTURES FOR PRESENTS

A. S. ROBINSON,

No. 910 CHESNUT Street,

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FINE DRESDEN "ENAMELS" ON PORCELAIN in great variety.

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A SUPERB LINE OF CHROMOS.

A large assortment of NEW ENGRAVINGS, Etc. Also, RICH STYLE FRAMES, of elegant new patterns. 3 15½

ANTI-WINDOW RATTLER

For Dwellings, Cars, Steamboats, Etc.

Prevents Rattling and Shaking of the Windows by the wind or other causes, tightens the sash, prevents the wind and dust from entering, easily attached, and requires but a single glance to judge of its merits.

Call on the General Agent,

C. P. ROSE

No. 727 JAYNE Street,

Between Market and Chesnut,

12 11 fmw2m Philadelphia

PENNSYLVANIA HOSPITAL.—PHILADELPHIA, December 29, 1868.

The attending Managers are:—
Wistar Morris, No. 209 S. Third street.
S. Morris Wain, No. 128 S. Delaware avenue.
Attending Physician—J. M. Da Costa, M. D., No. 1005 Spruce street.
Attending Surgeons—William Hunt, M. D. No. 1300 Spruce street.
Thomas George Morton, M. D., No. 1421 Chesnut street.

The Physician and Surgeons attend at the Hospital every day (Sundays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately hereafter. 1 22t

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 8 5p$

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1868.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

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

MORNING EXPRESS.
At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·10 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6·15 P. M.

READING ACCOMMODATION.
Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·20 A. M.
Returning, leaves Philadelphia at 4·45 P. M.; arrives in Reading at 7·40 P. M.
Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.
Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Pottsville and all way stations; leaves Pottsville at 7·30 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4 P. M. trains from Philadelphia. Returning from Downingtown at 6·30 A. M., 12·45 and 5·15 P. M.

PERKIOMEN RAILROAD.
Passengers for Skippack take 7·30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 8·10 A. M. and 12·45 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M., and 1·50 and 10·19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·20 A. M., and 10·50 P. M., passing Reading at 5·44 and 7·31 A. M., and 12·30 P. M., and arriving at New York at 11 A. M. and 12·20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail Train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6·45 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3·30 P. M., and from Tremont at 7·40 A. M. and 5·35 P. M.

TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains at reduced rates.
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.
Good for 2000 miles, between all points, at $52·50 each for families and firms.

SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN
Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.
Goods 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 4·35 A. M., 12·30 noon, 5 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

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

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7·45 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 1·45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 5·00 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk.
For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.
For Fort Washington at 10·45 A. M. and 11·30 P. M.
For Lansdale at 6·20 P. M.
Fifth and Sixth streets, Second and Third streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9·10 A. M., 2·10, 5·25, and 8·30 P. M.
From Doylestown at 8·35 A. M., 4·55 and 7 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 10·45 A. M. and 3·10 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem 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, No. 105 S. FIFTH street.
ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—WINTER ARRANGEMENT.—On and after MONDAY, October 5, 1868, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·45 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 6·15 and 11·30 P. M.
Leave West Chester for Philadelphia, from Depot on East Market street at 6·25 A. M., 7·45 A. M., 8·00 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., and 6·55 P. M.
Trains leave West Chester at 8·00 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. 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 4·50 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·00 P. M.
Leave West Chester at 7·55 A. M. and 4·00 P. M.
Trains leaving Philadelphia at 7·45 A. M. and 4·50 P. M., and leaving West Chester at 8·00 A. M. and 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.
4 10¼ HENRY WOOD, General Sup't.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.....$2·25
At 8 A. M., via Camden and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express...... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M., and 2·00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3·30, and 4·30 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 1, 2, 3·30, 4·30, 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 1, 3·30, 4·30, 6, and 11·30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.
The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side.)

FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington 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 10·15 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 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, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.
At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M. New York Express Lines, via Jersey City; Fare, $3·25.
At 11·30 P. M. Emigrant Line; Fare, $2.
At 9·45 A. M., 1·20, 4, 6·30, and 12 P. M., for Trenton.
At 9·45 A. M., 4, 6·30 and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·45 A. M., 6·30 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington depot take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·45 A. M. 6·30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY, (Upper Side.)
At 7 and 10 A. M., 1·30, 3·30, and 5·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1·30 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
11 16 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD

FALL TIME, TAKING EFFECT NOV. 22, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodation, 10·30 A. M., 1·10, and 7·00 P. M.	
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	10·30 P. M.
Philadelphia Express	12·00 Night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·10 A. M.
Paoli Accommodation	8·20 A. M., 3·40 and 7·10 P. M.
Erie Mail and Buffalo Express	9·00 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	9·30 A. M.
Lancaster Train	12·30 P. M.
Erie Express	4·20 P. M.
Day Express	4·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume 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. EDWARD H. WILLIAMS,
4 25 General Superintendent Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, November 23, 1868.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11·30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 7·00 and 8·10 A. M., 1·30, 4·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7·00 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays 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 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, November 23, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	10·45 P. M.
"	" Williamsport	8·15 A. M.
"	arrives at Erie	9·50 P. M.
ERIE EXPRESS	leaves Philadelphia	11·50 A. M.
"	" Williamsport	9·00 P. M.
"	arrives at Erie	10·00 A. M.
ELMIRA MAIL	leaves Philadelphia	8·00 A. M.
"	" Williamsport	6·30 P. M.
"	arrives at Lockhaven	7·45 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	10·55 A. M.
"	" Williamsport	12·55 A. M.
"	arrives at Philadelphia	10·00 A. M.
ERIE EXPRESS	leaves Erie	6·25 P. M.
"	" Williamsport	7·50 A. M.
"	arrives at Philadelphia	4·30 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. BAGGAGE CHECKED THROUGH. ALFRED L. TYLER,
1 1¼ General Superintendent.

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 3·15 P. M.
For Millville, Vineland, and intermediate stations 8·15 A. M., 3·15 P. M.
For Bridgeton, Salem, and way stations 8·15 A. M. and 3·30 P. M.
For Woodbury at 8·15 A. M., 3·15, 3·30, and 6·00 P. M.
Freight train leaves Camden daily at 12 o'clock noon.
Freight received at second covered wharf below Walnut street, daily.
Freight Delivered No. 228 South Delaware avenue.
WILLIAM J. SEWELL,
9 15 Superintendent.

AUCTION SALES.

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

Sale No. 529 Chesnut street.
HANDSOME WALNUT HOUSEHOLD FURNITURE, 2 PIANOS, FINE FRENCH PLATE MIRRORS, HANDSOME VELVET AND BRUSSELS CARPETS, ETC.
On Wednesday Morning.

Feb. 3, at 10 o'clock at the auction rooms, No 529 Chesnut street, by catalogue very excellent Furniture, including—Very superior walnut parlor and library furniture; 5 elegant walnut chamber suits, finished in oil and varnish; fine French plate mantel, pier, and oval mirrors, in gilt frames; handsome medallion velvet, Brussels, and other carpets, iron safes, office furniture, fine china and glassware, feather beds, large turning lathe, gas consuming stoves, etc. [2 1 2t

Peremptory Sale on the Premises, to close the Partnership Concern of the Firm of Evans & Watson.
STOCK AND MACHINERY.
SUPERIOR FIRE-PROOF SAFES, SUPERIOR FIRE-PROOF SAFE, with Sanborn Steam Patent; 2 FINE BURGLAR-PROOF SAFES; SECOND-HAND SAFES; VAULT DOORS; DRILLING MACHINES; LATHES; SHAFTING; BELTING; TOOLS; CASTINGS, ETC.
On Thursday Morning.

February 11, at 10 o'clock, at No. 26 South Seventh street, without reserve, to close the partnership concern of Evans & Watson, by catalogue, the entire stock, including:—10 superior fire-proof safes, with Sanborn steam attachment; small Evans & Watson safes; 2 very fine patent burglar-proof safes, retail price $650; inside burglar-proofs; money boxes, patent locks; set of vault doors; 12 safes, made by Lillie and others; large quantity of pamphlets and printed matter, etc.

AT THE FACTORY,
Back of No. 246 North Eighth street, below Vine.
VALUABLE MACHINERY; LATHES; DRILL PRESSES; 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; shafting; pulleys and hangers; belting; screw cutter; blacksmiths' and machinists' tools; forge; 2 pairs platform scales; 4 cabinet makers' benches; 1 barrel varnish; lot lumber, etc.
Also, 1 ton asbestos.
Also, small iron safe.
May be seen early on morning of sale. 1 30 10t

SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR NEW YORK.

Sailing Tuesdays, Thursdays, and Saturdays at noon. The winter rates at which freight is now taken is 20 cents per 100 pounds, gross, 8 cents per foot, or 2 cents per gallon, ship's option. The Line is now prepared to contract for spring rates lower than by any other route, commencing on March 15, 1869. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.
JOHN F. OHL,
8 28 6m Pier 19 North Wharves.
N. B. Extra rates on small packages iron, metals, etc.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Mail Steamers are appointed to sail as follows:—
CITY OF BALTIMORE, Saturday, February 6.
CITY OF CORK, Tuesday, February 9.
CITY OF PARIS, Saturday, February 13.
CITY OF ANTWERP, Saturday, February 20.
ETNA, Tuesday, February 23.
CITY OF LONDON, Saturday, January 30.
and each succeeding Saturday, and alternate Tuesday, at 1 P. M., from Pier 45, North River.

RATES OF PASSAGE BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold.		Payable in Currency.	
FIRST CABIN	$100	STEERAGE	$35
to London	105	to London	40
to Paris	115	to Paris	47

PASSAGE BY THE TUESDAY STEAMER VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$90	Liverpool	$35
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	30	St. John's, N. F., by Branch Steamer	30

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here by persons sending for their friends, at moderate rates.
For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
Or to O'DONNELL & FAULK, Agents,
No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as follows:—
ST. LAURENT......Brocande......Saturday, Oct. 3
VILLE DE PARIS......Surmont......Saturday, Oct. 17
PEREIRE......Duchesne......Saturday, Oct. 31

PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE.
First Cabin......$140 | Second Cabin......$85
TO PARIS,
(Including railway tickets, furnished on board)
First Cabin......$145 | Second Cabin......$85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams' Express Company, to H. L. LEAF,
1 5¼ No. 320 CHESNUT Street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST,
EVERY SATURDAY,
at noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insured at lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1¼

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia. 6 1

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of this line leave DAILY from first wharf below Market street.
THROUGH IN 24 HOURS.
Goods forwarded by all the lines going out of New York, North, East, and West, free of commission.
Freights received at our usual low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 14 S. WHARVES, Philadelphia.
JAMES HAND, Agent,
No. 119 WALL Street, corner of South, New York. 3 5½

FOR NEW YORK—SWIFT-SURE Transportation Company Despatch and Swift-sure Lines, via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO.,
1 1¼ No. 132 S. DELAWARE Avenue.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner of FOURTH and RACE Sts.,

PHILADELPHIA.

WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH. 12 16

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-Cover Duck.
Also, Paper Manufacturers' Drier Felts, from thirty inches to seventy-six inches wide, Paulin, Belting, Sail Twine, etc. JOHN W. EVERMAN,
No. 103 CHURCH Street, City Stores.

AUCTION SALES

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

FREE EXHIBITION OF SPLENDID PAINTINGS, CARD.

M. Knoedler's (successor to Goupil & Co.) collection of elegant paintings is now on exhibition in the East Gallery of the Academy of Fine Arts. [1 28
Admission free, from 9 A. M. till 5 P. M. daily.
The sale will take place at the Art Gallery of Mr Chas. F. Haseltine, No. 1125 Chesnut street, on Monday and Tuesday evenings, February 1 and 2 at 7½ o'clock.
Catalogues now ready.

Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth street.
HANDSOME FURNITURE, PIANO, CABINET ORGAN, MIRRORS, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETC. ETC.
On Thursday Morning.

Feb. 4, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household furniture, comprising handsome walnut parlor, library, and dining-room furniture, walnut chamber suits, superior rosewood piano-forte, 7 fine French-plate mantel and pier mirrors, elegant walnut extension table, handsome wardrobes, bookcases, sideboards, and centre tables; large show-case, china and glassware, beds and bedding, fine hair mattresses; large assortment of office furniture; gas-consuming and cooking stoves, cigar pompey; engravings and oil paintings; handsome velvet, Brussels, and other carpets, etc. etc.

ELEGANT CABINET ORGAN.
Also, elegant cabinet organ, with double bank of keys, 12 stops, and pedal base, made by Carhart & Needham, in handsome walnut case. 2 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

ADMINISTRATORS' SALE OF FANCY CASSIMERES.
On Wednesday,

Feb. 3, will be peremptorily sold, on four months credit, commencing at 10 o'clock, by order of George Babcock 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. 1 23 9t

LARGE SPECIAL AND PEREMPTORY SALE OF DOMESTIC GOODS IN ENTIRE PACKAGES.
On Wednesday Morning.
Feb. 3 commencing at 10 o'clock—
500 entire packages cotton and woollen domestic goods.

SHIRTING AND SHEETINGS.
— cases heavy bleached and brown muslins in all widths and qualities.

ALSO,
— cases 5-4 fine pillow-case muslins.
— cases white, scarlet, and grey all-wool flannels.
— cases spring styles full madder prints.
— cases extra heavy pure napkins.
— cases heavy wire-twist checks.
— cases fine wide twilled stripes.
— cases herring-bone tickings.
— cases wide and heavy cottonades.
— cases fine twilled fancy plaids.
— cases superior quality of tailors' silesias
— cases heavy brown and blue denims.
— cases all-wool fancy shirtings.
— cases brown and bleached diapers.
— cases heavy canton flannels.
— cases plaid Manchester ginghams.
— cases Russia and American crash.
— cases black and white and high-colored balmorals.
— cases fine quality toilet quilts.

BLANKETS.
50 bales brown and grey blankets.

MILITARY CLOTHING.
50 cases infantry overcoats, perfect.
50 cases grey mixed army shirts.

WOOLLENS, ETC.
— cases 6-4 black Union cloths.
— cases 6-4 light fancy cassimeres.
— cases 4-4 double and twist cassimeres.
— cases 4-4 heavy brown doeskins.
— cases 4-4 brown Oxford and gold-mixed jeans
— cases 4-4 Trenton and Abbyville cassimeres.
— cases 4-4 Washington twilled mixtures.
— cases 4-4 heavy-mixed satinets.
— cases 4-4 cable cords.

YORK COTTONADES.
25 cases celebrated York Cottonades.

SHAWLS.
12 cases fancy spring Shawls.
N. B.—Goods will be open for examination with catalogues on the day previous to sale. 1 27 6t

FIRST SPRING SALE OF CARPETINGS, 200 PIECES OIL CLOTHS, ETC.,
On Friday Morning.
Feb. 5, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, etc.
Also, a line of tapestry Brussels. 1 30 5t

BY B. SCOTT, Jr., SCOTT'S ART GALLERY, No. 1020 CHESNUT street, Philadelphia.

SALE OF MODERN OIL PAINTINGS.
On Thursday and Friday Evenings,
Feb. 4 and 5, at 7½ o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold without reserve, a number of modern paintings, by artists of celebrity of the American and English schools, comprising landscapes, lakes, rivers, and coast scenes, all mounted in rich gold leaf frames.
Parties desirous of contributing to the above sale can do so. 1t

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.

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 29

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 900 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 youths' boots, shoes, brogans, balmorals, etc.
Also, a large assortment of ladies', misses', and children's wear, to which we would call the attention of the trade. 2 1 3t

KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street. [1 21

IMPORTERS' SALE.
On Wednesday Morning,
February 3, 1869, at 11 o'clock, of 75 casks Sherry, Port, Claret, and Sauterne Wines.
Also invoice of French pickles, olives, capers, etc.
Attention is called to a large sale of liquors in demijohns. Also, 100 barrels raw and rectified whisky in bond, per sample, etc. 1t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street: rear entrance No. 1107 Sansom st.

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, No. 240 MARKET St.

NEW YORK.

ADRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY, CHURCH, DUANE, AND NORTH STREETS, NEW YORK, TO BE LEASED AT AUCTION.

Adrian H. Muller, P. R. Wilkins & Co. will lease at auction,

ON TUESDAY, FEBRUARY 16, 1869,

At 12 o'clock M., at the Exchange Salesrooms, No. 111 BROADWAY,

BY ORDER OF THE UNDERSIGNED,
A 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,
WILL BE LEASED AT AUCTION ON THE ABOVE-MENTIONED DAY.

This property is located in the centre of the heavy business of the city, 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 leases on property in the business portion of the city is demonstrated by the large bonus which has been paid for those made by the "Sailors' Snug Harbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an opportunity that in all probability will never again occur for procuring leases of building sites that must, from the constantly increasing demand for business property in this city, soon be worth a large premium, especially as this property is by law
EXEMPTED FROM TAXATION.
JAMES W. BEEKMAN,
JOHN DAVID WOLFE,
ROBERT I. LIVINGSTON,
JACKSON S. SHULTZ,
JAMES M. BROWN.
Descriptive lists sent by mail if desired. [1 27 17t

ALEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA. 11
ALEXANDER G. CATTELL. ELIJAH CATTELL.