#### THE NEW ROYAL ACADEMY.

There can be no doubt that the next exhibition of the Royal Academy, the first of its second century, will be held in the new premises. So important an event in the art history of the day will interest more than our professional readers; so that a description of this new place for the displays of coming seasons will probably be welcome to all. Some months stace we gave a general account of Mr. S. Smarke's design and arrangements for the accommodation of his brother artists. A more detailed description is new both practicable and permissible; for in the gardens where stood that house-of which its owner is said to have accounted for its remotences by declaring that he desired to live westward of every body-is the official centre of

the stilstic professions.
On this spot, where Sr John Denbam, poet and psuedo architect—for the real name was Webb - built the mansion which Pepys visited a few months more than two centuries since, now stands the Royal Academy. There "I," wrote the diarist, "standing by a caudle that was brought for scaling a letter, do set my peri wight fine the standing of t afte, which made such an odd noise nobody could tell what it was till they saw the flame, my back being to the candle." It was a dear visit of poor Pepys, as, because of it, he was 'let in," as folks say, "to supply my Lord "let in." as folks say, "to supply my Lord (Sandwich) with £500;" and, loyal old fellow as be was, did so the next day; witness his hand dutifully to that effect in the "Pepys Correspondence," Tais was but the day after Pepys had walked with one "Mr. Wres," Secretary to the Dake of York (James the Second), in Pall Mall, where, besides of the corrustion of this Court, doubtiess they talked about the appointment of "Mr. Dryden" as Poet-Laureate, vice Sir W. Davenant, deceased, and, with him, an older world of Elizabethan memories and things, and, it may be, of the fine and almost adjoining house, which Prat had just then finished in time for the fall of Clarendon, its

It seems that the first Burlington House was but a plane entire, and that this work was faced with stone by the second Earl of Burlington, son of the first, and Pope's friend, whom Hogarth depicted so shrewdly, with Kent, the architect at work upon the lately lamented gateway of this very mansion, where, by-the-by, Handel lived for three years, and in the gardens of which the leanned, fair, and showy or six gene rations walked and talked. Gay lived, with Prior's Kitty "ever fair," in a house which stood in the Gardens; Field Marshal Wade lived and died in a neighboring house. Painting, sculpture and architecture were studied and much talked about on this spot, that is now of the aris artistic; and the building, which stands for a while unaftered, has a plea-antly-refined look about it which, if not of the best, is good. A little while has yet to pass ere the front of this place must undergo changes that will be wondrous, if not admirable; and old Burilagiou House, which Pope enjoyed - Bogarth would have flayed, if he could-and where the third Doke of Portland lived during his famous ministry-will never again be seen as Kent intended it should be. As to the last-named tenant of Burlington House, he was of the thirty, one of whom was said to have been Junius. If this were but truly said! Think, had this graceful staircuse and these handsome eld-fashioned chambers been inhabited and owned by the terrible "umbra" him-In some little closet here, it was thought was kept the flaying-knife, as Mr. Browning aptly called the pen of Junius. Thus much about the locality, of which much more might be written.

The new Royal Academy stands in that part of Burlington House Gardens watch is immediately behind the old house, so close indeed to this building that its entrance will be through its centre, and by means of the hall, doorway, and stallcase, and an enlarged and converted window which formerly occupied the head of the first flight of steps. This flight, which has now wings branching on the right and left to the upper floors of the house, the house, will be at a future time extended, for the benefit of the Royal Academy, to the whole breadth of the entry, so as to make a much more convenient if not so elegant an approach. as now exists, to those suits of exhibition and lecture-rooms of the new editice which are on the first story, having beneath them the schools and offices of the Academy. The public will have access to these rooms by means of a covered way now built, and traversing the court-yard of Burlington House from the Piccadilly side of the site. In plain, this upper floor cou-sists of three parallel lines of rooms, of which hose on the south, or Piccadilly side, on the north, or garden side, comprise ave rooms, communicating throughout. The centre of the three lines is occupied by the Water Color Room, on the west; the Great Room next, towards the east; the Octagonal Saloon, which supplies an axis to the whole series of galleries; the Lecture Hall and a room on the east which answers to the Water-Color Room on the opposite side. These East and West Rooms, which are comparatively narrow, afford means for visitors to circulate in without entering the three chambers which are intermediate to them. rooms are, with one exception, lighted from the roof, and their proportions are ample for the dis-play of pictures. The wall surface of the whole is about double that of the gallery in Trafaigar Square. On this point of increased accommoda tion, it may be well to state that the Academi-cians are under no compulsion to cover the whole of their walls with pictures. The plan of the structure, as the reader will understand from our account, will permit part of the new suit being shut off from the rest, without pre-venting the circulation of visitors. We say this, because it appears to be expected by many that every picture sent for exhibition will be placed on the walls, and therefore that there will be less chance of rejections of pictures happening, whatever may be their character or merits. So far is it from being likely that a mere omnium gatherum of works of Art will be made in the nearly finished galieries, that we believe the Academicans are more likely to raise than lower their standard of approbation and

By giving the dimensions of the new cham-bers, we shall afford a better means than o her-wise of judging of the character and capacity of the whole. Of the son hern line of div rooms, the measurements are 40 ft. 6 in. by 32 ft. 6 in, for the floor of each chamber. Those on the porthers line are of the same size as the above. The height of each of these rooms is 25 ft. to the cornice, above which the root is aformed by coving, in height 11 ft. 5 in. The height of the lautern or skylight over in. The height of the lautern or saying a this is 4 ft. 2 in., and, in all, about 40 ft. window openings are, in plan. 26 ft. by 16 ft. of in. The height of the entablature is 4 ft 9 in. the centre, which is at the entrance to the whole is appropriated to sculpture: also the Octagonal Saloon, which is loftfer than the other chambers, in the centre line.

In the centre line, the domed Octagonal Saloon just mentioned is 43 st. scross, in plan: in height it is 27 ft. to the cornice, 14 ft. 8 in, to the sill of the dome; 12 ft. 6 in. is the height of the openings; above this it is 22 ft. to the sum-The Great or Western Noom is 80 ft. 6 in. by 43 ft, to plan; in height, 27 ft, to the top of the cornice. The longer dimension of the Water Color Room is on a line of 43 ft, corresponoing with the shorter line of the Great Room. running north and south, so as to connect the north and south hees of chambers. The width of the Water-Color Room is 2s ft. The ceiling is about 4 ft. lower than elsewhere—thus provided for the sake of proper lighting the inferior here. The Lecture-Hall, on the east of the Great Room, is 55 ft. by 43 ft.; from the floor to the cornice, 35 ft. by 3. foor to the cornice, 35 ft. 10 in. The remaining space on the plan is occupied by the East Roam, answering to that on the west, or Water-Color

Experiments are now being made with regard to the future decoration of these shambers-those which obtain at present exhibit a considerable amount of gliding on the moulded or pameris of the cellinus-far in excess, as we of paments of the celthus-lar in excess, as we think, of propriety for the case. The colors of the waits at present in consideration are, with others, rich, deep rel, tending to crimson, and a fine thwny hue. The latter looks very well now; whether it may suit pictures is another matter. The docraws of some of the rooms are cased in wood—polished oak, panelled with walker, to a very handsome and suitable result;

o'ber rooms, as in the northern line, have their o'her rooms, as in the northern line, have their door-cases of polished French marble, of red color, veined with white; here, is one instance, are to be inserted lious' heads of bronze, the work of Sr Edwin Landsser. The ceiling of the central chamber on this line is of polished oak, finely designed, with open rafters, and bearing small dark colored resterns of character there. The patterns of classical character upon it. window here is in the wall, not in the roof, as elsewhere and placed much higher than the common level of the cornice would otherwise permit. This chamber may be in part approbroughout the exterior chambers of the three ranger, and in the Great Room, is stained of a rich black, except its die, which is polished walcut. The floors are of marquetry, in oak, in a geometrical pattern, with a border of same, between two lines of darker wood. design of this border is very painfully laid, so as to give the idea of bars or beams in relief, in the apparently suck interspaces of which the is for fears to place his feet,

The student entrance is in the basement, in the centre of the east side of the block, and approachable from its north-east angle. Here are a porter's room and a short corridor leading, on one hand, to that longer one which we have before named, and, on the other, to the southeast school. The centre of the basement is occupied by a cart road, opening on the west of the block, and giving approach for vehicles which, among other things, may convey sculpture to the lift at its eastern excemity, whence such weighty objects may be transferred to the galleries above. the plan of the plack is occupied by store rooms. and a bure limbo for receied works of Art. The building is warmed throughout with hot

The northeast school and its adjoining neighbor are connected, or rather partly open to each other, so as to admit of superintendence from a single point. The students will have access to the lecture hall and exhibition by means of a staircase leading to the central east room, and o by doors in the castern wall of the lecture hall at the ends of the rostrum, which is on that side, and facing the entrance for the public. London A hencum.

#### GOVERNMENT SALES.

PUBLIC SALE OF CONDEMNED ORD-A large quantity of Condemnet Ordnance and Ord-A large quantity of Condemned Ordinates and Ordinance Stores will be offered for as e as Public Auction, at BOCK ISLAND ARSENAL, lillneis, on WEDNESDAY, April 7, 1869, at 16 o'clock A. M. The following comprises some of the principal articles to be at ld, viz:—
23 froe Canuon, various calibres,
1100 Field Carriagra and Limbers,
120 bect of a rithery Harness,
16 (00 pounds thet and Shell,
45 (00 sets of Infanty Accountements,
2200 McClellin Saddies,
700 a rithery Saddies,

200 & ts of Imman,
200 & ccleling Saddies,
200 Accleling Saddies,
200 Haiters,
700 Saddie Blankets,
60 0 Watering Bridles,
700 Saddie Blankets,
60 0 Watering Bridles,
700 Cavalry Curb Bridles,
700 Cavalry Order
700 Cavalry Curb Bridles,
700 Cavalry Cur

QUARTERMASTER PROPERTY FOR SALE

DEPOT QUARTERMASTER'S OFFICE,

WASHINGTON D. C., Feb. 33, 1968

Will be sold at public auction, at Lincoln Depot, on
TUESDAY, February 28, commencing at 16 A. 23,
under the direction of B evet Colonel A. P. Blunt,
Assistant Quartermaster, the following actylocaple
Quartermaster Property, not now required by the
10 Mules,
10

Quartermaster Property, not now required by the United States, to wit:—

10 Mules,
6 00 Wagon Bows,
15 000 Payed Bows,
15 000 Payed Felloes,
160 Bent do.,
200 Amb. Spokes, 20,000 test lumber, do.,
200 Amb. Tongues not fromed,
100 Wagon Bows,
100 Wagon Wheels,
200 Magon Wheels,
300 Amb. do.,
157 Tailgates,
160 Wagon Boisters,
160 Wagon Hounds,
160 Wagon Hounds,
17 Oal Yard Scale,
160 Spreaders,
17 Oal Yard Scale,
17 Oal Yard Scale,
18 Oal Yard Scale,
19 Offeed Troughs,
10 Offeed Troug

ecial attention is invited to the lot of Mules

Terms—Cash, in Government funds,
Terms—Cash, in Government funds,
By order of the Quartermaster-General,
J. C. McFER AN,
Deputy Quartermaster-General,
By., Brig. Gen. U. S. Atmy.

# PROPOSALS.

PROPOSALS FOR SUBSISTENCE STORES.

HEADQUARTERS DISTRICT OF THE HEADQUARTERS DISTRICT OF THE
INDIAN TERRITORY, OFFICE
CHIEF COMMISSARY OF SUBSISTENCE,
FORT GIBSON, C. N., Jan, 21, 1869.

Segled Proposals, in duplicate, will be received at the office of the undersigned, at Fort Gibson, C. N., until 12 o'clock M., MONDAY,
March 15, 1869, for the delivery of Subsistence Stores, as follows:—
AT FORT GIBSON, CHEROKEE NATION.

Stores, as follows:—
AT FORT GIBSON, CHEROKEE NATION,
1. T.
550,000 pounds of Flour.
75,000 pounds of Bacon.
25,000 pounds of Salt.
5,000 gallons of Vinegar.
400 barrels of Pork.
And Corn Meal in such quantities as may be

And Corn Meal in such quantities as may be required.
The Flour to be equal in quality to the best NNX brands of the St. Louis market, and put up as follows:—125,000 pounds to be put up in barrels full head lined, and 425 000 pounds to be put up in double sacks, of gunny sacking and

cotton sheeting.

The Bacon'to be of first quality, and put up as tollows:—20,000 pounds in therees or casks, and 55,000 pounds in gunny sacks of about 125 pounds each.

The Salt to be of good quality, and put up as follows:—10,000 pounds in barrels and 15,000 pounds in double sacks of gunny sacking and cotten sheeting.

pounds in double sacks of gunny sacking and cotten sheeting.

The Vinegar to be of best quality, and made of whisky of full strength, and to be put up as follows:—1000 gallons in barrels of good quality, securely hooped, and 4000 gallons to be put up in leasks containing not more than 23 gallons each, the casks to be of best quality, painted, and to have four iron and eight hickory hoops on each.

The Pork to be prime mess pork, to be put up securely in good barrels containing 200 pounds

The Corn Meal to be of best quality, and put up in barrels or sacks, like the flour, as may be required. The person or persons to whom any award is made must be prepared to execute contracts and give the required bonds at once, and be in readiness to commence the delivery of stores on the 20th day of April, 1869, and to continue the same in such quantities as may be required until the lat day of December, 1869, at which time the whole amount of the article or articles contracted for must be supplied. Samples of articles (except meats) must accompany the proposals, in boxes or bottles, and not in paper parcels.

not in paper parcels.

Each bid must be accompanied by a good and sufficient guarantee from two or more persons whose loyalty and solvency are certified by a cierk of a court of record), setting forth that they will, in the event of its acceptance, give ample bonds and security for the faithful performance of the same. formance of the same.

The name and place of residence of each bidder and surety must be given.

No proposal will be entertained, unless satisfactorly represented, that does not fally comply with the terms of this advertisement,

Proposals may be for the whole or any part of the stores required.

Any contract awarded under this advertisement will be made subject to the approval of the Commissary-General of Subsistence, U. S. Army, and the right is reserved to reject any or all bids.

All tores delivered will be subject to a rigid

All stores delivered will be subject to a rigid in spection.

Payments upon the contracts awarded will be made monthly in current funds, or as soon as the same shall have been received.

Hidders are invited to be present at the opening of proposals, which will take place on the day and hour above specified. Blanks for proposals and bonds will be furnished on application to this office.

Proposals must be plainly indorsed, "Proposals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, District Indian Territory, Fort Gibson, C. N.

By order of Brevet Major Gen B. H. GRIERSON.

A. F. ROCK WELL, Byt. Lieut. Colonel and A. Q. M. U.S. A., C. U.S. Dist. Indian Territory. All stores delivered will be subject to a rigid

#### PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED D at the Office of the Chief Quartermaster Military Division of the Missourt, St. Louis, Mo., until 12 M., on the 20th day of February, 1869, for the transportation of Government troops and supplies from the following points to posts on the Missouri river, as indicated during the time from March 20, 1869, to Ostober

1, 1869, inclusive, viz :—
From St. Louis to Bioux City, Forts Randall, Sully, Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Renton.

From Wyandotte, Kansas, to Sloux City, Forts Randall, Suily, Rice, Stevenson, Buford, Camp Cock, or any post that may be established at the mouth of the Muscleshell river, and Fort

From Fort Leavenworth to Stoux City, Forts Randall, Sully, Rice, Stevenson, Baford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort From Omaba to Sloux City, Forts Randall,

of Muscleshell river, and Fort Benton.
From Fort Randall to Forts Sully, tiles, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of Muscleshell.

shell river, and Fort Benton.

From Fort Sully to Forts Rice, Stevenson, Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshelf river, and Fort Benton.

From Fort Rice to Forts Stevenson, Buford,
Camp Cook, or any post that may be established at the mouth of the Muscleshell river,

and Fort Benton.
From Fort Stevenson to Fort Buford, Camp Cook, or any post that may be established at mouth of the Muscleshell river, and Fort

Benton. From Fort Buford to Camp Cook, or any post that may be cetablished at the mouth of the Muscleshell river, and Fort Benton. From Camp Cook, or any post that may be established at the mouth of the Muscleshell

river, to Fort Benton.

It will be the endeavor of the Government to ship during the season most favorable for navigation of the river, say between June 1 and August 31. Bidders will state, however, the rate (separately for each month from March 20 to October 20 inclusive, the date of starting, so as to determine the rate to be paid) at which they will perform the service from each of the start-ing points of destination above named, as fol-

lst. The rate at which they will transport each officer and soldler (cabin passage to be provided for officers, and for soldlers necessary facilities for cooking their rations, which will be supplied by the Government). 2d. The rate per 100 pounds at which they will

transport supplies.
3d. The rate each at which they will transport horses, mules, cattle, ambulances, carts, wagons, etc. (troughs for feeding animals to be supplied

by the steamboat).

A just preference will be given to parties who own and control boats. Boats will be expected to always give the Government freight the preference, and in no case will be allowed to carry private to the exclusion of Government freight.

The contractor will be required to transcort. The contractor will be required to transport stores by land in the event of fallure by water; and all stores received by the contractor for transportation must be delivered at their desti-

nation within the year 1869. Bidders will pleasegive the rate at which they will furnish transportation down stream. In case the contracting party fails to carry freight as required, the Government reserves the right to furnish the transportation at the expense of the contractor; and nothing herein contained shall be so construed as to prevent the Government from transporting public sup piles on any of its own boats.

The Government reserves the right to reject

and or all the bids that may be offered.

Bidders are informed that no boat loaded with Government stores will be allowed to go above Sloux City, Iowa, drawing over three and one-ball feet of water, and that boats will not be required to go to points above Sloux City with less than 130 tons City with less than 130 tons

Bidders should give their names in full, as well as their places of residence, and each proposal must be accompanied with a bond in the sum of \$10,000, signed by two or more responsible persons, guaranteeing that in case the contract is awarded to the person proposing, the contract will be accepted and entered into,

and good and sufficient security furnished by said party, in accordance with the terms of this advertisement.

The contractor will be required to give bonds

in the sum of \$100,000.

The party to whom the award is made must be prepared to execute the contract at once, and to give the required bond for the faithful

and to give the required bond for the faithful performance of the contract.

As railroad transportation may be required for troops and supplies from Chicago, Illinois, to Sloux Cily, proposals for the same during the scason above specified are invited.

Copy of blank form of river contract to be entered into, in the event of award, and blank forms of proposals, can be had by application to this office, at the office of the Chief Quartermaster, Department of the Missouri, Fort Leavenworth, Kansas; of Chief Quartermaster, Department of the Platte, Omana, Nebraska; and at the office of Brevet Brigadler-General Fred. Myers, Deputy Quartermaster-General

Fred. Myers, Deputy Quartermaster-General, U. S. Army, Chicago, Illinois, Proposals for river transportation should be endorsed "Proposals for Army Transportation by the Missouri river;" those for rail, "Proposals for Army Transportation to Sloux City," and addressed to the undersigned.

By order of the Quartermaster-General U.S.A.

J. L. DONALDSON,

Assistant Quartermaster-General U.S.A., Chief Quartermaster Military Division of the Missouri, 1 25 23t

DEPARTMENT OF HIGHWAYS,
ERIDGES, SEWERS, ETC.
OFFICE CHIEF COMMISSIONER,
No. 104 S. FIFTH Street.
NOTICE TO BRIDGE BUILDERS,
Sealed Proposals will be received at this
office until 12 o'clock M., MONDAY, the 224 of
February, for rebuilding the Span of the Penrose Ferry Bridge, recently destroyed.
The plans and specifications may be seen at
the office of the Chief Commissioner of Highways. Each proposal must state the entire cost ways. Each proposal must state the entire cost of construction, including the necessary ma-terial therefor, and also the amount the bidder will be willing to sliow the city for the old ma-terial, now lying upon the premises, which may be used in the rebuilding, subject to the ap-proval of the Chief Engineer and Surveyor.

MAHLON H. DICKINSON.

### RAILROAD LINES.

2 17 34 Chief Commissioner of Highways,

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M.,

2, 3 16, 5 3, 4 5, 5 3, 6 10, 7, 8, 9 16, 11, 12 P. M.

Leave Germantown at 6, 7, 75, 8, 8 20, 2, 10, 11, 12 A.

(6, 1, 2, 2, 4, 45, 6 65, 7, 8, 9, 10, 11 P. M.

The 829 down train, and 3 5, and 5 5, up trains, will

of stop of the Germantown Branch of the property of the stop of the Germantown Branch of the Stop of The s 20 down frein, and 3% and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2-7, and 10% P. M.,
Leave Germanicovn at 8-15 A. M., 1, 6, and 2% P. M. CHESTNUT HILL RAILBOAD.

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

Leave Chestont Hill at 7:10, 8, 6:40, 11:40 A. M., 1:40, 1:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Phuadelphia at 9 15 A., 2 and 7 P. M.

Leave Chastnut Hill at 7 56 A. M., 12 40, 5 46, and 9 25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6,7%, 9, and 11:05 A, M., 126, 4%, 55; 02, 8 09 and 11:2 P. M. Leave Norristown at 5:40, 7, 7:50, 9, and 11 A. M., 124, 432, 522, and 8% P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 25 and 75 P. M.,
Leave Norristown at 7 A. M., 55 and 9 P. M. FOR MANAYUNE.
Leave Philadelphia at 6, 7) 2, 9, and 11'05 A. M.; 1) 4.
1. 10 4. 10 4. 10 5. and 11' 2. M.
1. 10 4. 10 5. and 11' 2. M.
1. 10 4. 5. 6) 4. and 9. M.

ON SUNDAYS.

Leave Philadelphia at 9 A, M; 2½ and 7½ P. M.

Leave Manayonk at 7; A, M; 6 and 2½ P. M.

W. S. WILSON, General Superistendent,

Depot, Ninth and Green streets,

## WIRE GUARDS,

FOR STORE PRONTS, ASYLUMS, PAC-TORIES, ETC.

Patent Wire Balling Tron Bedsteads, Ornamenta Wire Work, Paper Makers' Wires, and every variet or Wire Work, manufactured by H. WALHTH & SOMS

RAILROAD LINES.

At 630 and 10 A. M., 1, 2 30, 4 30, 6, and 11 30 P. E. for Florence, Edgewater, Riversiae, Biverson, Pal-biyrs, and Fish Bouse, and 2 P. for Florence and

blyerian.

The I and 11:30 P. M. Lines leave from Market Street Forry (upper side.)

FROM KENSINGTON DEFOY.

At Il A. M., via Kensington and Jersey City, New York Express Line, Fare \$1.

At 7:30 and 11 A. M. 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And as 10:15 A. M. for Bristol.

At 7:30 and 11 A. M. 2:30, and 5 P. M. for Morrisville and Tullytown. nd Tulystown A. M. and 230, and 5 P. M. for checker's and Edington.
At 7 stand Edington.
At 7 stand 10 15 A. M. 280, 4, 5, and 5 P. M. for Corn-

At 7 stand 10 15 a. M. 250, 4, 5, and 6 P. M. for Sorn-weil's, Torresdale, Holinosburg, Tacony, Vietno-ming, Bridesburg, and Frankierd, and at Sp. M. for Holinosburg and Intermediate Stations.

FROM WIEST PHILADELIPHIA DEPOT.

VIA Connecting Rahwsy.

At 9 45 A. M. 120, 4, 852, and 12 P. M. New York Express Lides, via Jersey City: Fare, 8: 25.

At 11 30 P. M. Emigrant Line: Face, 82.

At 19 45 A. M., 120, 4, 833, and 12 P. M., for Trenton.

At 9 45 A. M., 8, 6 30 and 12 P. M., for Brisiol.

At 12 P. M. (Nigha), for Morraville Tullytown.

Scheick's, Eddington, Cornwell's, Torredale, Moince-burg, Tacony, Wissinoming, Bridesburg, and Frankford.

rd. The 9'45 A. M., 6'30 and 12 P M. Lines will run

The 9-90 A.M., 500 and 12 F. M. Lines with the daily. All others, Sundays excepted.

For Lines leaving Ecusington depot take the cars on Thisd or Fifth streets, as Chemut. 39 minness before departure. The cars of Starket Street and way run direct to West Philadelphia Depot. Chesnat and Walnut within one aquare. On Sundays the Market Street cars will run to connect with the 9-35 A.M. 6-30 and 12 P. M. Lines.

BELVIDERE D. LAWARE RAILROAD LINES, BELVIDERE D. LAWARE RAILROAD LINES.

At 7:30 A. M. for Nisgara Falls, Bullalo, Dunkirk, At 7:30 A. M. for Nisgara Falls, Bullalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Bingmantoo, Owego, Syracuse, Great Bend, Montrose, Wilkinstaire, Ecranton, Stroudsburg, Water Gap, Schooloy's Moun Ecranon, Stromanous, Water Gap, Schooley a mont Lain, etc. A. M. and 3'30 P. M. for Belvidere. Easten, Lambertville, Fremington, etc. The 5'30 P. E. Linn connects direct with the Train learning Easten for Mauch Chunk, Allentown, Schiebten, etc. At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON COUNTY JAND PEMBERTON AND HIGHTSTOWN RAIL-BOADS, FROM MARKET STREET FERRY, (Upper Side.) PROM MARKET STREET FERRY, (Upper 81de.)
At 7 and 10 A. M., 150, 3 50, and 5 50 F. M., for Merchantsville, Moorestown, Hartford, Massaville, Hannsport, Hount Holly, emithville, Ewannville Vincenowa, Birmingham, and Pemberton.
At 7 A. M., 150 and 350 F. M., for Lewistow Wrightstown, Cookstown, New Egypt, Hornerstown, Wrightstown, Cookstown, New Egypt, Hornerstown, 11 16 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868. FALL TIME, TAKING EFFECT NOV. 22, 1868.
The trains of the Pennsylvania Central Rahroad leave the Depot, at Thirty-First and Mark 197 Streets, which is reached directly by the Mark 197 Streets, which is reached directly by the Mark 197 Streets cars, the last car connecting with each train leaving From and Mark et streets thirty minutes before its objecture. The Chesnut and Walnut Streets cars run within one square of the Depot.

Steeping Car Tickets can be near on application at the Ticket office N. W. corner Ninth and Chesnus streets, and at the depot.

Agents of the Union Transfer Company will call mr and deliver baggage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market Errest, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-Paoli Accommodation, 10 30 A. M., 1 10, and 9 10 F. M.
Paoli Alternation of the state of the sta

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.;-

DHILADELPHIA, WILMINGTON, AND
ESTIMORE RATEROAD.—TIME TABLE.—
COR. MERCHE MONDAY, November 23, 1663.—Trains
will leave Depot corner Broad street and Washingtion avenue, as follows:—
Way. Mail Train at 830 A. M. (Sundays excepted),
for Estimore stopping at all regular stations, Connecting with Delaware Estimos at Wilmington for
Cristicia and intermediate stations.

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

Express Train at 4:60 P. M. (Sundays excepted) for
Estimore and Washington, stopping at Chester,
Tauriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perry ville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Steamer's
Edge.

Bight Express at 11:38 P. M. (Daily) for Batimore

Mashington, stopping at Chester, Truriow, Lin-

Hun.

Sight Express at 11:30 P. M. (Dally) for Baltimore and Washington, stopping at Onester, Thurlow, Liuwood, Claymont, Wilmington, Newark Eikton, North-East, Perry Ville, 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.

Vilmington, Leave Philadelphia at 11°00 A. M., 280, 8°00, and 7°00 P. M. The 5°00 P. M. Train connects with Dela-ware Haliroad for Harrington and intermediate itations.

Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15 and
Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15 and
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Leave Wilmington 7:00 and 8:10 A. M., 1:30 and
Leave Wilmington 7:00 and 8:10 and Trains sondays excepted.

Trains sondays excepted.

From Balthmore to Philiscophia.—Leave Baltimore
From Balthmore to Philiscophia.—Leave Baltimore
723 A. M., Way Mail. P33 A. M., Express.

Express. 725 F. M., Express.

EUNDAY TRAIN PROM BALTIMORE.

Leaves Baltimore at 725 P. M. stopping at Magnota.

Perry Institu. Aberdeen, Havre de-Grace. Perryvoile. Charlestown, North Fast. Elkton, Newark,

Stanton, Newport, Wilmington, Claymont, Linwood,

and Chister.

stanton, Newport, within and Chester, and Chester.

Through tickets to all points West, South, and Southwest may be precured at ticket office, No. 522 Southwest may be precured at ticket office, No. 522 Southwest may be precured at their also state Rooms and Berths in Sieeping cars can be secored during the day. Persons purchasing tickets at this office can have baggage checked at their resistants office can have baggage checked at their resistants of the Union Transfer Company, dence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD.—
WHATER TIME TABLE—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORF,
AND THE GREAT OIL REGION OF PENNSYL-VANIA.

Lit sant Siceping Cars on all Night Trains,

Blasant Siceping Cars on all Night Trains,

On and after MUNDAY, November 23, 1888, the

trains on the Philadelphia and Eric Radroad will

run as follows:—

WESTWARD.

On and after the philadelphia and Eric Rairoad will trains on the Philadelphia and Eric Rairoad will trains of the property of

W EST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1888.
THAINS LEAVE AS FOLLOWS.
For Cape May and stations below Millville, P15
P. M.

P. M. Miliville, Vineland, and intermediate stations 8:15 A. M., 8:15 P. M.
For Bridgeton, Salem, and way stations 8:16 A. M.
For Woodbury at 8:15 A. M., 8:15, 3:50, and 6:00 P. M.
Freight train leaves Camden daily at 12 o'clock noon.
Freight received at second covered whasfills
Freight street, daily,
Walnut street, daily,
Walnut street, daily,
William J. SEWELL,
WILLIAM J. SEWELL,

RAILROAD LINES.

DEADING RAILROAD, -GREAT TRUNK TO LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SOMUVI-RILL, SUSQUERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER
TRAINS, December 1s, 1808.
Leaving the Company's Dipol at Thirteenth and
Calawhill a reets, Philadelphia, at the following
hours:

MORNING ACCOMMODATION, At 7:30 A. M. for Reading and all intermediate biations and Allentown. Enturing, leaves Reading at 6:30 P. M., arrives in Philadelphia at 9:20 P. M.

At 8'15 A. M. for R. ading, L. bacon, Harrisburg, Postsville, Pine Grove, Pamana, Sanbert, Williams-port, Elinira, Acchester, Nigara Palis, Boffan, Wilkesbarre, Pittaton, York, Carlisle, Chambershurg, Hancer own, etc. Wifesbarie, Pittaton, York, Carristo Chambersburg, Hagers own, etc.

The 7-20 A. M. trafa connects at READING with East Pennsylvania Railroad value for Adentiswa, etc., and the 516 A. M. trafa connects with the Lebanon Valley train for Hagersburg, etc.; at PORT CLIA 20N with Chaswings Referred trains for Williamsnors, Loca Bayen, Elmin etc. at HARthis Bulic with Northern Central Comberland Valley, and Schuykul and Suconshauer grains for North-timberiand, Whilehamsport, York, Chambersburg Pringgrove, etc. Pinegrove, etc.

Leaves Philadelphia at 5 2 c. M. for Reading, Poutsville, Engrisburg, etc., con-ecting with the soling and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottatown at \$2.2.4. % suppose at the climber stations; arrives in Pounds online at \$2.0.2 Featurning, leaves Philadelphia at \$4.2.4.; arrive Pottatown at \$1.5. M.; arrive Pottatown at \$1.5. P. M.

READING ACCOMMODATION. READING ACCOMMODATION.

Leaves Reading at 7th A M. atopping at all wap stations; arrives in Philadelphia at 10 2 A, M.

Beturning, reaves Pulladelphia at 1 25 P, M., arrives in Reseding at 74 P, M.

Trains for Philadelphia leave Harrisburg at \$10 A, M., and Potteville at 8 th A, M. arriving in Philadelphia at 1 P, M. A Thermon traces have Harrisburg at 12 th P, M., arriving at 12 th P, M. arriving at 12 th epted.

Bunday trains leave Pottiaville at a A. M., and
Philadelphia at 815 P. M. Leaves Philadelphia in
Reading at 8 A. M. Retarning from Reading at 135
P. M.

CHESTER VALLEY RATLEGAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-3), and 4 P. M. treins from Philadlephia. Returning from Downingtown at 6-20 A. M., 12-45 and 5-15 P. M.

PERKIOMEN BAILBOAD.

Pamengers for Skippack take 7:30 A. M. and 4 P.
M. trains from Philadelphia, refurning 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.

Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9A. M. and 5 and 8 P. M. passing Reading at 1 05 A. M., and 1 30 and 10 19 P. M. and connecting at Harris arg with Pennsylvania and Northern Central Railread Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 5 S. A. M., and 10 59 P. M., passing Resoling at 54 and 7-31 A. M., and 12 50 c. M., and arriving at New York at 14 A. M. and 12 50 and 5 P. M. Sleening cars accompany these trains through between Jersey City and Pittsburg without change.

A high Train for New York leaves Harrisburg at 510 A. M. and 2 65 P. M. Mail train for Harrisburg leaves New York at 12 M.

ISCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6 to and 11 80 A. M. and 6 4 P. M. returning from Tanaqua at 5 35 A. M., and 2 15 and 4,35 P. M.

BCHUYLKILL AND BUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Barrisourg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisourg at 2:89 P. M., and from Tremont at 7:30 A. M. and 5:25 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 Pottstuwn Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the

The following tickets are obtainable only at the office of S. Bradford, Treasurer. No. 227 S. Fourth street. Philadelphia, or of G. A. Nicholis, General Superintendent, Reading. At 25 per cent, discount, between a 17 points desired, for families and firms.

MILEAGE TICKETS

Good for 2000 miss, between all points, at \$5250 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 entiting 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 ind only at the Ticket Olice, at Thirteenth and Callownill streets.

Goods of all descriptions for warded 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, 3 and 6 P. M., for Reading, Leoanou, Harrapurg, Potteville, Port Clinton, and all points neyond.

Close at the Philadelphia Post Office for all places on the read and its branches at 5 a. M. and for the principal stations only at 715 P. M. BAGGAGF. Dungan's Express whit collect caggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 8 Fourth Street, or at the Depot. Uniteenth and tallowhili streets.

NORTH PENNSYLVANIA RAILROAD,—
FOR BETHLEHEM, DOYLASTOWN, MAUCH
CHUNG, EANTON, WILLIAMSPORT, WILKESBARBE, MARANOY UITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOCK, AND SCHANTON,
WINTER ARRAIGEMENTS,
PAMENGET Trains leave the Daylot, corner of BERKS
and AMERICAN Streets, daily (Sundlys excepted),
as follows:—

as follows:

At 745 A. M. (Express for Lethlenen, Allentown, Manch thung, Hazleton, Wilhamsport, Wilkesbarre, Mahanoy City, Pitteton, and Junk annock.

745 A. M. (Express) for Better heart, Leadon, Allentown, Mauch Chunk, Wilkesbarre, Fittaton, and

town, Manch Chunk, Wilkenbarre, Pittaton, and Stranton.
At 195 P. M. (Express) Let hethicatem, Manch Chunk, Whikesbarre, Pittaton, and Seration. Allentown and Manch Chunk.

For Doylestown at 8 95 A. M. 2 18 and 4 5 P. M. For Fort Weshington at 10 to A. M. and 11 50 P. M. For Lansdale at 6 21 P. M. Finh and Sixth streets. Second and Fhird streets, and Union City Passenger Radways run to the new Dept.

From Bethlehem at 210 A. M. 4 55 and 7 P. M. From Bethlehem at 210 A. M. 4 55 and 7 P. M. From Lanzdale at 7 30 A. M. 4 55 and 7 P. M. From Lanzdale at 7 30 A. M. 4 55 and 3 18 P. M. Philadelphia for Bethlehem at 2 30 A. M. Prom Fort Washington at 12 to A. M. Prom Fort Washington at 12 to A. M. Ethicatem for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 A. M. Bethlehem for Philadelphia at 8 T. A. M. Bethlehem f

WEST CHESTER AND PHILADELPHIA
On and after MONDAY, October 5, 1885, Trains will
leave as follows:—
Leave Belladelphia from the Depot, THIRTYFIRST and GHESNUT Streets, 7:45 A. M., 11 A. M.,
280 P. M., 415 P. M., 450 P. M., 514 and 118 P. M.,
Leave West Chester for Philadelphia, from Deport
on Rost Market atreet at 625 A. M., 745 A. M., 830 A.
M., 1945 A. M., 1755 P. M., 450 P. M., bud 555 F. M.,
Trains leave West Chester at 5 05 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station
between West Chester and E. C. Junction, going
Emat, will take train leaving West Chester at 745
A. M., and going West will take the leaving
Philadelphia at 450 P. M., and trainsfer at E. C.
Junction. Innction.

The Depot in Philadelphia is reached directly by the Cheanut and Walsut 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.

Arrival ON SUNDAYS,
Leave Philadelphia at 0 30 A. M. and 200 P. M.
Leave West Chester at 7 55 A. M. and 4 60 P. M.
Trains leaving Philadelphia at 7 45 A. M. and 4 750
P. M., and leaving West Chester at 8 00 A. M. and 4 750
P. M., connect at B. C. Junction with Trains on P. &
B. C. R. R., for Oxford and Interne editate points,
4 102
HANKY WOOD, General Sun 4.

**AUCTION SALES** 

M. THOMAS & SONS, NOS. 139 AND 141 Sale at the Auction Rooms, Nos. 139 and 141 8

Bale at the Auction Rooms, Nos. 139 and 141 S
FOURS HOUD BY
HANDSOME HOUSEHOLD FURNITURS,
FIANO, FRENCH PLATE MIRRORS HAND
SOME VELVET, BRUSSELS, AND OTHER
CAPPETS, ETC.
On Thursday Morning.
Feb. 18. at 9 o'clock, at the suction rooms, by catalogue, a large assortment of superior household furniture, comprising handsome wainut parior, lorary,
dising-room, and chamber furniture, superior rasewice 2 octave piano-furte, made by E R Graham;
fine French-plate mirrors; handsome wardroom;
burkchess; sideboards; extension and centre tables;
china and glassware; mattrewes and bedding; large
assortment of office furniture; small steam sogiaand bolis; gas consuming and cooking stoyes; handsome velvet Brinsels carpets, etc. etc.

BARE AND VALUABLE BOOKS,
Chicky relating to American Habory; also reprints

BARE AND VALUABLE BOOKS,
Chiefly relating to American History; also reprints
of heaves works, on Thursday afternoon, Feb. 18, at 1

VALUABLE MISCELLAREOUS SOOKS, ILLUS-TRATED WORKS, RTU.

Including Brillin Pools, 17 vols; Waverloy Novels, Divhens' Works, Appleading American Cyclopedia.

Copper's Novels; Valtaire's Works, Alison's Europe, ele: also Eeclesi Works, on Friday afternoon Fas.

10, at 4 o'clock.

2 17 25 BUNTING, BURBOROW & CO., AUCTIONS of Bank street, Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOOD 3.
On Thursday Moraing.
Feb. 18, at 10 9 clock, on four months' credit. 2 18 64.

LARDE BALE OF CARPETINGS, 150 PIEOES
PLOGROIL CLOTHS, ETC.
On Friday Morning,
Feb. 1s, at 11 o'clock, on four munits' credit, about
ton pieces of taccury. Brussels ingrain, Venetias.
lat. homp, cottage, and rag carpetings, 150 pieces
oil clotis, etc.

2 15 41

UALE OF 2000 CARRS BOOTS, SHORS, HATS, CAPS, TRAVELLING BAGS, ETC. Ga Theoday Morning.

SCATS ART GALLERY, NO. 1020 CHESNUT IMPORTANT SPECIAL SALE OF HIGHEST CLASS MODERN PAINTINGS, the private c deciden of C. W. F. CALVERT, Esq., No. 1517 N. EROAD Street.

B. SCOTT. Jr., is instructed by Mr. C. W. F. Calvert to aunomore for public sale bis entire private collection of highest class modern paintings, previous to his departure for Europe. The sale writake place at Scott's Art Gallery, No. 1020 CHESNUT Street, on WEDNESDAY and THURSDAY Evenings, February 21 and 25, at 7h, 0 clock, Open for impection on Monday.

Particulars hereafter 216 M.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1118 OHESNUT Street; rear entrance No. 1107 Be naom 17

Administrators Sale.

No. 1226 N Twafth street.

HOUSEHOLD FLANITURE, ROSEWGOD PIANOFORTE, OIL PAINTINGS. ENGRAVINGS, ETC.

On Thursday Morning.

February Is as 10 o'clock, at No. 1216 N. Twefth
street, corner sulles street, will be sold, by order of
sets inlairators, the partor and chamber furniture,
conewood plano forte, made by Bradoury; oil paintings, framed engravings, books and stationery, carpets and other affects.

Catalogues can be had at the anction store on Waftatalogues can be had at the auction store on Wed.

nesday. Sale at No. 1110 Chessut street.

NIW AND SECOND HAND HOUSEHOLD FURNITURE. 5 PIANG FORTE-C, VELVET AND BRUSSELS CARPETS MIRRORS, SILVER-PLATED WARE, FHOWQASES, ETC.

On Friday Morning.

At 9 o'clock, at the agotion store, No. 1110 Chesnut street, will be sold a large assoriment of superior Housebold Furniture.

[21/24] MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Misor,

Sele at No. 971 North Sixth street.

Surplus Handsome Walnuf Partior and Click. Fine Mattresses, China Glass and Plated Ware, etc.

On Thursday morning.

February S., at 10 o'ctoca at No. 971 North Sixth street, below there avenue by catalogue, the surplus handsome household furniture, including walnut and hait cloth parlor furniture, including walnut and hait cloth parlor furniture, including walnut and hait cloth parlor furniture, elegant carved walnut chamber sulla, mahogang and cattage of amber furniture, fire French mantel clock, runs at days; bandsome English Brussels, imperial and other capiets; fine spring and hair mattresses, china glassand plated ware attached undersulla, refrigerator, etc.

CLARK & EVANS, AUCTIONEERS, NO. 686 Will sell THIS DAY, Morning and Rvening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cioths, Cassimeres, Hoslery, Stationery, Tabirand Pocket Cutlery, Notions, etc. City and country merchanis will find bargains. Terms cash.

C. D. McCLERS & CO., AUCTIONEERS, No

SALE OF 1000 CASES BOOTS, SHOES BROGANS, Will be sold—
On Thursday, Feb. 18,
At le o'clock A. M. Also, a desirable assoriment of
city made goods.
N. B.—Sale every Menday and Thursday. 216 at

KEENAN, SON & CO., AUCTIONEERS

LIPPINCOTT, SON & CO., AUCTIONERRS, ASIBHURST BUILDING, No. 200 MARKET St.

NEW YORK.

ADRIAN H. MULLER, AUCTIONEER VALUABLE PROPERTY ON BROADWAY CHUECH, DUANE, AND NORTH STREETS. NEW YORK, TO BE LEASED AT AUCTION.

Adrian H. Mulier, P. R. Wilkins & Co. will lease ON TUESDAY, FEBRUARY 16, 1409, At 12 o'clock M., at the Exchange Salesrooms, No II EROADWAY, BY ORDER OF THE UNDERSIGNED,

COMMITTEE OF THE BOARD OF GOVERNORS EOCIETY OF THE NEW YORK HOSPITAL, THE FIFTY-EIGHT LOTS

OMPRISING ALMOST THE ENTIRE BLOCK BOUNDED BY BROADWAY, CHURCH, WILL BE LEASED AT AUOTION ON THE ABOVE-MENTIONED DAY This property is located in the centre of the heavy buriness 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 leases. The advantage of hoiding long leases on properly in the business person 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 properly at anotion will afford an opportunity that in all probability will never again occur for procuring leases of ouliding sites that must, from the constantly increasing demand for business properly in this city, agon he worth a large premium, especially as the property is by law

EXEMPTED FROM TANATION.

JOHN DAVID WULFE,
ROREET L LIVINGSION,
JACKSON S SHULLTZ,
JAMES W, BERGMAN,
JAMES W, BE The leases will be for a term of twenty-one years,

A UCTION SALE OF HOSPITAL PRO

Assistant Midical Punckeon's Office washington. D. C., February P., 1852.

Will be sold at Public Auction in this city, at the Judiciary Equare Warehouse, E stree between Fourth and Fifth streets on WEDNESDAY, the 24th day of February, 1868, at 10 o'clock A. M., the following articles, no longer needed for the public service, visc-800 Wooden Bedateads, 1000 Fron Bedatends, 1400 Cote, 1500 Camp Hertics, 5000 Fron Bedatends, 1400 Cote, 1500 Camp Hertics, 5000 Fron Bedatends, 1400 Cote, 1500 Camp Hertics, 5000 Fron Piaca, 640 Chairs, Deska Tables, 640, etc. Nearly all the articles mentioned are new, and never have been used.

Terms cash. Goods to be removed in five days.
2 17 6 C SUTERRILAND.
Assistant Medical Purveyor, Brevet Colonel U.S. A. GEORGE PLOWMAN.

CARPENTER AND BUILDER,

REMOVED TO No. 184 DOCK Street.