THE TARK EVERTURE TELEGRAPHS SHILL DELIVED ATTEMPTS THERESDAY, PRINCIPLY IS IN

THE AMNESTY.

Johnson's Proclamation of Pardon to the Rebeis.

The Medels.

The Judiciany Committee of the Senate, to which was referred the message of the President of the United States, communicating, in compliance with the resolution of the Senate, a copy of the preciamation of the President, December 25, 1868, Durnorities to arporting to extend pardon and amnesty to a class persons guilty of treason, &c., respectfully re-

persons guilty of treason, &c., respectfully report:

It purports, by the will of the Executive alone, independent, and supposedly in spite of the law-making power, to grant, by general proclamation. "full pardon and amnesty" to all persons engaged in the late rebellion—to all traitors—with restoration of all rights, privileges and immunities under the Constitution, etc.

The exercise of this high power is asserted by virtue of the power and authority vested in me by the Constitution, and in the name of the sovereign people of the United States, and it is insisted that this act of the sovereign people, through the President, is authorized by the clauses of the Constitution which declare: "The President shall have power to grant reprieves and pardons for offences against the United States, except in cases of impeachment," and that the proclamation is in strict accordance with the judicial exposition of the auscordance with the judicial exposition of the au-mority there conferred upon the Executive, as will a seen by reference to the accompanying papers, Ye., and in conformity with the precedents esta-dished by Washington in 1795, and followed by President Adams in 1896, Madison in 1815, and Pre-ident Educoin in 1863, and by the present Execu-ive in 1865, 1867 and 1868.

The Committee, after a careful examination of he subject, have no heattries in committee.

the subject, have no hesitation in coming to the conclusion that the proclamation in question was wholly beyond the constitutional power of the President, and that it can have no efficiency to the end sought to be realized by it. The operative words are "pardon" and "amnesty," the first of which is found in the Constitution and the last is not. The Constitution with its warghed and see not. The Constitution with its weighed and care fully chosen lauguage, permits the President to grant reprieves and pardons, not pardon and am-

These two words have been known and used in the law for a hundred years, and their scope and meaning have never been a subject of dispute. They are not synonymous or equivalent. They import, as they always have done, widely different things. A reference to history and to the standard law books will demonstrate this fact. Pardon, in the English law, as it had existed down to the time of the formation of our Constitution, and as it still exists, was an act of executive elemency, proceeding personally from the King, either directly by the sign manual, or indirectly under the great seal to a specifled person named, and its effect was, if he chose to avail himself of it, to relieve him from the punishment and losses not already suffered for the specific crime named, in the instrument. It did not look backward, but only forward. It did not restore what was lost, but remitted what was yet to be suffered. (See Blackstone's Commentaries, voi. 4, title, Reprieves and Pardons.) And so jealous was the law of England on the subject, that until a comparatively recent period the royal perceptive fied person named, and its effect was, if he chose to comparatively recent period the foyal prerogative of pardon was confined to a limited class of offences, in which the presumption might exist that the accused was morally innocent; and the power was otherwise hedged about with many other safe-guards against abuse not necessary to be here referred to. The power of general pardon by proclamation did not exist, and was not claimed by any English sovereign, as the committee believe, after Great Britain had a constitution and a settled interpretates. settled jurisprudence, although it was frequently exercised under and by act of Parliament. From the earliest years of the reign of Elizabeth, 1535, until after the American Revolution, amnesty was an act of oblivion of past offences granted by government to those who had been guilty of crime. It was an act of sovereign power which effaced and caused to be forgotten the offence itself, and it made it the same, so far as the public was concerned, as if the offence had never been committed; and, by consequence, it operated been committed; and, by consequence, it operated a restoration of all rights, &c., which a pardon did not. One instance will illustrate the difference from and superior effect to a pardon.

It purified blood corrupted by attainder, and made it inheritable, which a pardon did not; it was granted by the superior representations and the consequences.

granted by the sovereign power to whole classes of offenders for the purpose of sustaining tranquillity in the State. Thus it will be perceived that amnesty is a larger power than pardon, operating upon the crime instead of the criminal, and effecting restoration and restitution ab initia, instead of merely remitting unexecuted punishment, and promerly remitting unexecuted punishment, and proceeding like what is called a general pardon, not from the Executive, be he king or president, but from the government.

The sovereign power in England was the King, in and with his Parliament, as in the United States it is the Congress, acting with the approval of the President, or by a two-thirds vote without it.

The clear conclusion is that under the English system of government no power, either of amnesty or general pardon, existed in the King. The knowledge of these legal terms: "amnesty," "pardon," "reprieve," and of their settled meaning and effect, must have existed in the Constitutional Convention in 187. vention in 1787.

vention in 1787.

That body, striving to bridle all powers of a kingly nature, rather than to enlarge them, did not choose to use the word "amnesty" at all in the Constitution, but conferred upon the President the power simply to grant reprieves and pardons; the one expressing a temporary, and the other a permanent suspension of punishment on an individual offender. The committee further express their views, and

The committee further express their views, and reply to the authorities given by the President for issuing the proclamation, and conclude as follows:

They are of opinion that the power attempted to be exercised in the proclamation referred to—to grant a general pardon and amnesty by the President by proclamation without the authority or assent of Congress—has no foundation in the Constitution or laws, and that its exercise ought not to be continued. They, therefore, report a resolution that, in the opinion of the Senate, the proclamation of the President of the United States of the 25th of December, 1868, purporting to grant pardon and amnesty to all persons guilty of treason pardon and amnesty to all persons guilty of treason and acts of hostility to the United States during the rebeilion, with restoration of rights, etc., was not authorized by the Constitution or laws.

The subject lies over in the Senate for future

FERDINAND.

Sketch of the Ex-Regent of Portugal Ferdinand, the ex-Regent of Portugal, the cable informs us, has been at length induced to accept the candidature of the throne of Spain, The ex-Regent, who is in his fifty-third year having been born on the 29th October, 1816, is a Prince of the House of Saxe Coburg Gotha, remarkable for the number of sovereigns it has given, by marriage and otherwise, to European thrones. He is the son of Prince Ferdinand brother of Dake Ernest I, father of the present Duke, Earnest II, and the late Prince Albert, Queen Victoria's husband; and is, consequently, the cousin of the reigning Duke of Saxe-Coburg and of the late Prince Consort of England. He is also the nephew of the late Leopoid I of Belgium, who was a brother of Ferdinand Augustus, and is related by marriage to both the House of Orleans and the Imperial family of -his brother, Prince Augustus, being a son-in-law of the late Louis Philippe, and his nephew, Prince Augustus being son in law of the Emperor of Brazil. His connections, therefore, with royal houses, it will be pretty extensive. His marriage with Queen Donna Maria of Portugal took place on the 9th of April, 1836. On the death of the Queen, by whom he had several children, he was recogalzed by the Chambers of the kingdom, Novem ber 23. as Regent, during the minority of his sou, Don Pedro V, and he governed in that capacity till September, 1855, when the inaugaration of the young King took place. Since then, with the exception of a brief period in which he acted as Regent during the absence from the kingdom of the present King of Portugal, Ferdinand has led a retired and quiet devoting his time principally to literary scientific pursuits, for which he is said to have a great taste. On the overthrow of Isabella II, he was at once thought of as an eligible successor to the exiled Queen, and overtures were accordingly made to him; but these he declined, unwilling, it would seem, to exchange the pleasant companionship of his books and the tranquil delights of a literary life for splendors of a throne and the cares of state. His disinglination, it appears, has been over come, and it is now left with the Cortes, at present in session, to decide whether he shall be King of Spain, Ferdinand is liberal in politics and his election to the vacant throne would meet the views of the Liberal Unionists and the Progressists—the parties represented by the Provisional Government; but he is a stanch Catholic, and while he is, doubtless, prepared to accept religious toleration as the law of the land in Spain, he is likely to be in favor of the continuance of a State establishment in that country, thus securing for the Church to which he belongs a controlling influence over national

WORKS OF ART.

LAST DAYS

OF THE

EXHIBITION

CHURCH'S

NEW "NIAGARA,"

EARLES' CALLERIES,

No. 816 CHESNUT Street,

12 31 thstnaman PHILADELPHIA.

GOVERNMENT SALES.

PUBLIC SALE OF CONDEMNED ORD-

700 Arthiery Saddles, 2000 Halters, 700 Saddle Blankets,

700 Saddle Blankets,
65.0 Waterlog Bridies,
65.0 Waterlog Bridies,
65.0 Waterlog Bridies,
65.0 Waterlog Bridies,
65.0 Waterlog Carb Bridges,
65.0 Waterlog Brid

Rock Island Arsenal, January 25, 1869, 1 30 tA7

QUARTERMASTER PROPERTY FOR SALE

DEFOT QUARTERMASTER'S OFFICE,

WASHINGTON, D. C., Feb. 13, 1859.

Will be sold at public auction, at Lincoln Depot, on TUESDAY, February 23, commencing at 10 A. M., under the direction of Beevet Colonel A. P. Blunt, Assistant Quartermaster, the following services all Quartermaster Property, not now required by the United States, to wit:— United States, to wit:

United States, to wit:—
10 Mules,
6 00 Wagon Bows,
15,000 Do, & Amb, Spokes,
1500 "awed Felloes,
100 Bent do,
100 Bent do,
100 Bent do,
100 Amb, Spokes,
100 Am 10: Bent do., 200 Amb. Tongues not 50 Amb. do., 150 Tailgates, 100 Hubs. assorted, ironed, 100 Wagon do., Ironed, 4 850 Doubletrees, 100 Spreaders, 100 Amb. do., 1.000 Feed Troughs, 4 Timber Trucas, 1 Pile Driver,

4.850 Doubletrees, 500 Wagon Hounds, 100 Wagon Boisters, 1 Cool Yard Scale, together with a lot of unserviceable Quartermaster stores, consisting in part of Ambulance Harness, one Barge, Tools, Leather and Gum Hose, Wire Rope, Scrap Iron, Horseshoes, Grain Sacks, etc. e.c., The Steam Pile Driver, in good condition, will be offered at Sixth Street Wharf on Wednesday, 24th, at 11 A. Rapecial attention is invited to the lot of Mules offered.

offered.
Terms—Cash, in Government funds.
By order of the Quartermaster-General.
J. C. MCFERRAN,
Deputy Quartermaster-General,
By:, Brig.-Gen. U. S. Army.

A UCTION SALE OF HOSPITAL PRO-

Assistant Medical Purveyor's Office Washington, D. C., February 17, 1869.

Will be sold at Public Auction in this city, at the Judiciary Square Warehouse, R. atree. Detween Fourth and Fitth streets, on WEDNESDAY, the 24th day of February, 1869, at 10 o'c ock A. M., the following articles, no longer needed for the public service, viz:—800 Wooden Bedsteads, 1000 Fron Bedsteads, 1860 Cots, 1400 Camp Kettles, 500 Tro Plates, old Chairs Desks Tables, etc. etc. Nearly all the articles mentioned are new, and never have been used.

usid.
Terms cash. Goods to be removed in five days.
£ 2 17 6] C SUTHERLAND.
Assistant Medical Purveyor, Brevet-Coionel U. S. A.

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.

Sealed 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, 1. T. 550,000 pounds of Figur.

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 required.

The Flour to be equal in quality to the best XXX 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 tierces or casks, and 55,000 pounds in gunny sacks of about 125 pounds each

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

otten 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 [casks containing not more than 23 gallons and the casks to be of hest quality, painted. 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
The Pork to be prime mess pork, to be put up securely in good parrels containing 200 pounds

each.
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 ac

company the proposals, in boxes or bottles, and not in paper parcels. Each bid must be accompanied by a good and reflicient 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.

The name and place of residence of each bideless and syraty most be given.

der and surety must be given.

No proposal will be entertained, unless satisfactorily represented, that does not fully 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 stores delivered will be subject to a rigid inspection. Payments upon the contracts awarded will be made monthly in current funds, or as soon as the same shall have been received. be the same shall have been received.

Bidders 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 indersed, "Proposals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, District Indian Territory, Fort Gibson, C. N.

By order of B. H. Gibbon, C. N.

By order of
Brevet Major-Gen. B. H. GRIERSON.
A. F. ROCKWELL, Byt. Lieut.-Colonel and A.
Q. M. U. S. A., C. C. S. Dist. Indian Territory.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES No. 20 NORTH WATER STREET,
PHILADELPHIA.

RULE CATTRIA

ALREADER O. CATERLE.

PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED at the Office of the Chief Quartermaster Military Division of the Missouri, St. Louis, Mo., until 12 M., on the 20th day of February, 1868, 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 October 20, 1869, inclusive, viz:— 20, 1869, inclusive, viz :-From St. Louis to Sloux 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

Renfon.
From Wyandotte, Kausas, 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
Benfon.
From Fort Leavany or the Stoux City, Forts From Fort Leavenworth to Sioux 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

From Omaha to Sloux City, Forts Randall, sully, Rice, Stevenson, Suford, Camp Cook, or any post that may be established at the mouth of Muscleshell river, and Fort Benton.

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

Even Eyet, Sully to Forts Blandall Research

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

river, and Fort Benton. From Fort Elec to Forts Stavenson, Buford, Camp Cook, or any post that may be estab-lished at the mouth of the Muscleshell river, and Fort Beston.
From Fort Stevenson to Fort Buford, Camp Cook, or any post that may be established at the mouth of the Muscleshell river, and Fort Benton.

From Fort Buford to Camp Cook, or any post that may be established 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 Jane 1 and August 31. Bidders will state, however, the rate (separately for each mouth from March 2) to Darder Withouster Lie date of alerting on 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 foi-

lows:—

1st. The rate at which they will transport each
officer and soldier (cabin passage to be provided
for officers, and for soldiers 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 y the steamboat).
A just preference will be given to parties who

own and control boats. Boats will be expected to always give the Covernment freight the pre-ference, and in no case will be allowed to carry private to the excussion of Government freight. The contractor will be required to transport stores by land in the event of failure by water, and all stores received by the contractor for transportation must be delivered at their destination within the year 1869.

Bidders will please give the rate at which they will furnish transportation down stream.

In case the contracting party falls to carry freight as required, the Government reserves the right to turnish 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 any or all the bids that may be offered.

Hidders are informed that no boat loaded with Government stores will be allowed to go

above Sioux City, Iowa, drawing over three and one-half feet of water, and that boats will not be required to go to points above Slour City with less than 130 tons
Bidders should give their names in full, as well as their places of residence, and each pro-posal 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 As railroad transportation may be required for troops and supplies from Chicago, Illinois, to Sioux City, proposals for the same during the season 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, Kansa; of Chief Quartermaster, Department of the Piatte, Omaha, Nebraska; and at the office of Brevet Brigadier-General Fred. Myers, Deputy Quartermaster-General, U.S. Army, Chiesgo, Illinola, Proposals for river transportation should be

endorsed "Proposals for Army Transportation by the Missouri river;" those for rail, "Pro-posals for Army Transportation from Chicago to Sloux City," and addressed to the under-

By order of the Quartermaster-General U.S.A.
J. L. DONALDSON.
Assistant Quartermaster-General U.S.A.,
Chief Quertermaster Military Division of the Missouri.

DEPARTMENT OF HIGHWAYS,
BRIDGES, 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 22d 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
of construction, including the necessary maof construction, including the necessary material therefor, and also the amount the bidder terial, now lying upon the premises, which may be used in the rebuilding, subject to the approval of the Chief Engineer and Surveyor,
MAHLON H. DICKINSON, 2 17 3t Chief Commissioner of Highways,

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND

FOR GERMANTOWN FOR GERMANTOWN.

Leave Philiadelphia at 6, 7, 8, 905, 10, 11, 12 A, M, 1, 2, 3 15, 35, 4 5, 55, 610, 7, 8 9, 16, 11, 12 P, M.

Leave Cermantown at 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A, M, 1, 2 8, 4 84, 6 65, 7, 8, 9, 10, 11 P, M.

The 820 down train, and 33, and 53, up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9 15 A, M, 2, 7, and 103, P, M, Leave Germantown at 8 15 A, M, 1, 6, and 9% P, M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chestnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40, 8 60, 5 40, 5 40, 5 10, and 10 40 P. M.

ON SUNDAYS. Leave Phusdelphia at 9:15 A., 2 and 7 P. M. Leave Chestrut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHIGHORKEN AND NORRISTOWN, Leave Philadelphia as 6, 756, 9, and 11 05 A, M., 196, 3, 496, 696, 634, 8 66 and 1135 F. M., Leave Norristown at 6 40, 7, 7 50, 9, and 11 A, M., 114, 8, 496, 596, and 895 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M.: 21, and 71, P. M. Leave Norristown at 7 A. M.: 51, and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11% A. M.; 1%, 8, 5%, 6%, 6%, 8 6%, and 11% P. M.
Leave Manayunk at 6'10, 7%, 8'20, 9%, and 11% A. M.;
2, 3%, 5, 6%, and 9 P. M.

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

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FAC-TORIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornamenta

Wire Work, Paper Makers' Wires, and every variet of Wire Work, manufactured by M. WALHFIR & SONS H North BIKTH Street.

RAILROAD LINES.

M. for Bordeniowa, Burlington, Beverly, and Delence.
At 620 and 10 A. M., 1, 230, 430, 6, and 1130 P.
M. for Forence, Edgewater, Riversice, River.on, Palmyra, and Fish Boune, and 2 P. for Florence and biverton.
The 1 and 1130 P. M. Lines leave from Market street Ferry (upperside.)

FROM KANSINGTON DEPOT.
At 11 A. M., VIS. KURSINGTON DEPOT.
At 11 A. M., VIS. KURSINGTON DEPOT.
At 730 at 3 11 A. M. 230, 330, and 5 P. M. for Trenton and Briston. And 2 10 16 A. M. for Bristol.
At 730 and 11 A. M. 230, and 5 P. M. for Morraville and Tallytown

and Bristol. And Britolia A. M. for Bristol.
At 730 and H.A. M. 230, and 5 P. M. for Morraville and Tallytown.
At 730 and 10 A. M. and 230, and 5 P. M. for Morraville Schenes hand Endongon.
At 730 and 10 B.A. M. 230, 4, 5, and 5 P. M. for Cornwell's, Terrescale. Holmesburg, Tacony, Whatnoming, Bridesburg, and Frankierd, and at 3 P. M. for lionesburg and intermediate Blatloog.
FEOM WAST I HILDADELPHIA DEPOT.
VIA Connecting Raiway.
At 945 A. M. 120, 4, 522 and 12 P. M. for Trenton.
At 130 P. M. Emigrant Lines Fare, 22 25
At 14 10 P. M. Emigrant Lines Fare, 22 25
At 14 20 P. M. (Sight), for Morraville Teleptown.
At 945 A. M., 2 500 and 12 P. M., for Braticl.
At 12 P. M. (Sight), for Morraville Teleptown.
Schenek's, Looleg on Conwell's Terrendial Homesourg, Tacony, Whalmoning, Bridesburg, and Frankford.
The 945 A. M., 630 and 12 P. M. Lines will run dinly. All others, Sundays excepted.
For Lines leaving Kensington depot take the care on Third or Fifth street, at Chemia, 30 minutes before departure. The care of Market Street Railway run direct to West Philadelphia Depot, Chesmit and Walling will from to connect with the 945 A. M. 630 and 12 P. M. Lines.

BELLYIDERE DE LAWARE RAILBOAD LINES, FROM LINES, De Laware For A. M. for Nagara Faits, Buffalo, Dunkirk.

FROM EENSINGTON DEFOR.

At 7:20 A. M. for Niagara Fath, Buffato, Dunkirk, Elmira, Ithaca, Owego, Bochester, Bingeamion, Oswego, Syracuse, Great Bend, Monitose, Wilkesbark, Scrapton, Stroudsburg, Water Cap, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Selvidere, Easton, Lembertville, Figuriation, etc. The 830 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Altestown, Sathlene a, etc. At 8 F. M. for Lambertville and Intermediate Sta-

CAMBEN AND BURLINGTON COUNTY JAND PERSERTON AND HIGHTSTOWN KAIL-FROM MARKET STREET FERRY, (Upper Side.) FROM MARKET STREET FERRY (Upper Side,
Al 7 and 10 A. Ma. 150, 850, and 30 P. Ma., for Merchantsville, Moorestown, Hartford, Masonville,
Hainsport, Hount Holly, Smithville, Ewansville
Vincentown, Eirmitspham, and Pemberton,
Al 7 A. M., 130 and 830 P. M., for Lewistow
Wrightstown, Jookstown, New Egypt, Horner town,
Cream Ridge, Imisjatown, Sharon, and Hightstown,
11 15

PENESYLVANIA CENTRAL KAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868. FALL TIME, TAKING REFECT NOV. 22, 1868. The mains of the Points Ivana Course hairread feave the Depot at ThirdTy-sirest and Mark Einstreets, when is reached directly by the Mark Einstreets, when is reached directly by the Mark Einstreets are to the last car conneaning with each train leaving From and market streets thirty is inciden before its objecture. The Chesnik and Walnut Streets cars from within one square of the Depot.

History of the Union Transfer Company will can attention and the depot.

Agents of the Union Transfer Company will can be raced offern sagges at one depot. Orders for an No. will Guesnix street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. VIZ:—

Market street. ARRIVE AT DEPOP, VIZ.

Chaching Arrives AT Dapor, VIZ.:

Chaching Express 819 A. M.
Phitadel his Express 819 A. M.
Paoli Accommodation 829 A. M. 940 a. M.
Perle Mail and Suffalo Express 910 A. M.
Perle Mail and Suffalo Express 910 A. M.
Perle Mail and Suffalo Express 910 A. M.
Parlesburg Train 910 A. M.
Lancasier Train 1250 P. M.
Eric Express 920 P. M.
Eric Express 920 P. M.
Espress 100 mail of 100 A.
Express 100 mail of 100 A. M.
Express 100 A. M.
Ex

For favors incommation apply to
For favors incommation apply to
For favors incommation apply to
For favors for the first agent,
Francis Funk, Ticket agent,
Francis Funk, Ticket agent,
Francis Funk, Ticket agent,
Funk, Ticket agent at the Depot,
Ticket agent,
Ticket a

DHILADELPHIA, WILMINGTON, AND EALISMORE RAILROAD, TIME TABLE,—
CORMERCUS MONDAY, November B. 1655.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—
Way, Sail Train at 830 A. M. (Sundays excepted), for Baitimore, 2004 pilog at all regular autitions. Convecting with Delaware Sailroad at Wilmington for Cristicid and intermediate Sailroad.

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

Express Train at Tou F. M. (Sundays excepted) for Baitimore and Washington, stopping at Chester, Turnow, Linwood, Claymont, Whanington, Newport, Stanton, Newark, Editor, North-Rase, Charlestown, Perry ville, Havre de Grace, Aberdeen, Perry and's Rogewood, Magnolia, Chase's, and Stemmer's Run.

Sight Express at 11:30 P. M. (Daily) for Baitimore Run.

Right Express at 11'30 P. M. (Daily) for Baitimore and Wasnington, stopping at Chester, Thurlow, Minwood, Claymort, Wilmington, Newark Elicton, North-East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe and Nortolk will take the 12'00 S. train.

Willimington TRAINS,

Stopping at all Stations between Philadelphia and Wingreton.

Wilnington, Leave Phhaderphia at 11:00 A. M., 230, 5:00, and 7:00 P. M. The 5:00 P. M. Srain connects with Dela-ware 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 Patanen, thia. The 7:00 P. M. Train from
Wilmington runs cally; all other Accommodation Wilmington runs excepted.

From Entithere to Philadelphia.—Leave Battimore 1720 A. M., Way Mail. 973 A. M., Express, 220 P. M., Express.

EXPORT THAIN FROM BALTIMORIA.

Leaves Battimore at 720 P. M., stopping at Magnolia, Perryman's, & berosen, havre decrease, Perryvite, Charlestown, North East, Edition, Newark, S. anton, Newport, Wilmington, Claymons, Linwood, and Chaiser.

s. anton. Newport, winning on conjugate and Chaster.

"herough tickets to all points West, South, and continuest they be procured at ticket office, No. Size Chesnut street, under Continental Moter, where also state Rooms and Betths in steeping this can be setured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KERNEY, Superintendent.

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

Liegant Siceping Cars on all Night Trains,

Liegant after MONDAY, November 23, 1888,

rains on the Philadelphia and Eric Railroad

On shift of the Philadelphia and Lare familiar on the Philadelphia and Lare familiar on the State of the Stat MAIL TRAIN I avea Erle Williamsport 12 SS A. arrives at Philadelphia 10 O A. 525 P. 10 Avea Erle 725 P. 725 P.

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 Millyille, \$15 P. M., For Miliville, Vineland, and Intermediate stations 815 A. M., 245 P. M. For Bridgeton, Salem, and way stations 815 A. M.

For Bridgeton, Salem, and way stations 8:15 A. M. and 8:30 P. M.
For Woodbury at 8:15 A. M., 8:18, 8:30, and 6:00 P. M.
Freight train leaves Camden daily at 12 o'clock Preight received at second covered whasisily Walnut street, daily.
Preight Deuvered No. 228 South Delawares von William J. SEWELL.

RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK
LINE FROM PHILADELPHIA TO THE
INTERIOR OF PENNSYLVANIA, THE SORUYL
KILL, SUSQUEHANNA, GUMBERLAND, AND
WYOMING VALLEYE,
THE
NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1868. Leaving the Company's Depot at Thirteenth and Callowhill 8 reets, Philadelphia, at the following

At 7:30 A. M. for Reading and all intermediate stations and Allentows. Herurning, leaves Reading at 5:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.
At 8:15 A. M. for Reading Lebanon, Harrisburg, Pottavilla Pine Grove, Tamaqua, Sanbory, Williamsport, Ehnira, Kochester, Niegara Fatis, Butland, Wilkesbarre, Pilaton, York, Carlisle, Chamber, burg, Haggeisown, etc. Wilkenbarre, Physical York, Carible, Chambersburg, Hagoistown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvadia Basirond trains for Allentowa etc. and the 816 A. M. train connects with the Lebanon Valley train for Harrisburg, etc., at PORT ULINTON with Catawiasa Bairond trains for Wildamssort, Loos Haven, Elmira etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikil, and Susquehauna trains for North-Uniberland, Whitemsport, York, Chamberchurg Pinegrove, etc.

Leaves Philadelphia at 3 as P. M. for Reading. Potaville, Eartsburg, etc., convecting with Reading and Columbia Ratirond trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6 40 A. M., s coping at latermediate stations; arrives in Polladelphia at 9 10 A. M.,
Rotturning, leaves Philadelphia at 4 P. M.; arrives in
Pottstown at 6 is P. M.;

Potatown at 5:15 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelpoin at 10:27 A. M., Resurning, serves Polladelpoin at 1:50 P. M., arrives in Reading at 7:50 P. M., arrives in Reading at 7:50 P. M., arrives in Reading at 7:50 P. M., Arrives in Potaville at 6:45 A. M., arriving in Pat. adelphia at 1:7. M. Alternoon trains is ave Harrisourg at 2:65 P. M., and Potaville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:55 rbundelphia at 646 P. M.

Harrisburg Accommodation leaves Reading at 746 A. M. and Harrisburg at 440 P. M. Connecting at Reading with Afternoon A commodation south at 625 P. M. arriving in Philadelphia at 925 P. M. Market train with a passenger car attached, leaves Philadelphia at 12 au noon, for Pottsville and a I way stations; leaves Pottsville at 730 A. M. for Philadelphia and all way stations. phia and all way stations.
All the above trains run daily, Sundays ex-All the above trains run daily, Sundaya ex-cepted.
Sunday trains leave Pottaville at S.A.M., and Philadelphia at S.15 P. M., Leaves Philadelphia for Reading at S.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. tratus rom Philadlepnia. Returning from Downingtown at 6.30 A. M., 12.46 and 5.15 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 730 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 810 A. M. and 12 45 P. M. Siage lines for the various points in Perklomen 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., parsing Rending at 1 65 A. M., and 1 30 and in 19 P. M., and connecting at Harris are with Peonsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport Elmira, Baltimore, etc. Philiphing, Chicago, Williamspore Bindra, Ballimore, etc.

Returning Express train leaves Harrisburg on
arriva of Pennsylvania Express from Pittsburg at
3:50 and 5:50 A. M., and 10:50 P. M., passing Reading
at 5:41 and 7:31 A. M., and 12:50 P. M., and arriving at
New York at 11 A. M. and 12:50 and 5:P. M. Steeping
cart accompany three trains through between Jersey
City and Pittsburg without change.

A Med 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 Pousyille at 0.15 and 11:30 A. M., and 6:4 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 r. H.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

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 180 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TIUKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Calauss.
Excursion Tickets from Philadelphia to Reading. Excursion Tickets from Phibadelphia to Reading, and intermediate stations, good for one day only, are sold by blorning accommodation Market Traile, Residing and Polistown Accommodation Traile, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, at sold at Reading and intermediate stations by Resading and Polistown Accommodation Trails acceded rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, Re 237 S. Fourth stirct, Philadelphia, or of G. A. Nicholls, General Superintendent, Reading.

COMMUTATION TICKETS,
At 25 per cent, discount, between any points de-

MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$5250 cach for families and firms. SHASON 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 cares entitting themselves and wives to dekets at half fare.

EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, At reduced large, to be had only at the Ticket Office, at Thirteenth and Callow hill atrects.

FREIGHT.

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

FREIGHT TRAINS
Leave Philadelphia daily at 433 A. M. 1230 noon,
and 5 P. M., for Reading, Lebanon, Harrisburg,
Potsayilie, Port Clinton, and all points beyond. Mails
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 215 P M.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Phisacelphia Depot. Orders can be ich at No. 225 8 Fourth street, or at the Depot. Thirteenth and Callowhill streets.

ORTH PENNSYLVANIA RAILROAD.—
FOR BETHLESHESS, DOYLESTOWN, MAUCH
CHUNE, EASTON, WILLIAMSPORT, WILKESBERLE, MAHANOY CITY, MOUNT CARMEL,
PITTSTON, TUNE HANNOUK, AND SCRANTOSS.

WINTER ARRANGEMENTS.

PASSECRET Trains leave the Depot, Corner of HERKS
and Assertican Streets, daily (Sundays excepted),
as follows:— At 7 is A. M. (Express for Bethlehen, Alleutown, Kauch Chung, Hazieton, Williamsport, Willesbarre, Mananoy City, Pitston, and Trinkinsmock.

948 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chung, Wilkesbarre, Phiston, and Scranton,
At 145 P. M. (Express) for Bethlehem, Mauch Chuhk, Wilkesberre, Pittaton, and Scranton.
At 500 F. M. for Bethlehem, Easton, Atlentown and Mauch Chunk,
For Doylestown at 848 A. M. 248 and 475 P. M.
For Fort Washington at 10 to A. 25, and 11 20 P. M.
For Landate at 62 P. M.
Fifth and cixth streets, Second and Third streets, and Union City Passenger Ranways run to the new pages.

Depot TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at \$10 A.M., \$10, 525, and 8:30 Prom Bethlehem at \$15 A. M., \$15 and 7 P. M.
Prom Doylestown at \$35 A. M., \$15 and 7 P. M.
From Landale at 7:30 A. M.
From Bort Washington at 10:45 A. M. and \$15 P. M.
ON SUBDAYS.
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 Ponnsylvania Baggage Express Office,
No. M68. FIFTH street.

ELLIS CLARK, Agent,

WEST CHESTER AND PHILADELPHIA

On and after MONDAY, October 5, 1898, Trains will
leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and OH ESNUT Streets, 7:45 A. M., 11 A. M.,
280 P. M., 415 P. M., 455 P. M., 455 P. M.,
Leave West Chester for Philadelphia, from Deport
on East Market street at 6.25 A. M., 7 45 A. M., 8:60 A.

Trains leave West Chester at 8.09 A. 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 H. C. Juncolon, going
Fant, 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 Benot in Philadelphia is reached directive. Junction.

The hepot in Philadelphia is reached directly by the Chesnut and Walkut Street cars. Those or the Market Street line run within one square. The cars of both lines connect with each train upon is

arrival.

ON SUNDAYS,

Leave Philadelphia at 8 30 A. M. and 2 00 P. M.
Leave West Chester at 7 35 A. M. and 4 50 P. M.
Trains leaving Philadelphia at 7 35 A. M. and 4 50 P. M.,

Trains leaving West Chester at 8 00 A. M. and 4 50 P. M., connect at B. O Junction with Trains on P. &

B. C. R. R., for Oxford and interpredicts points.

HENRY WOOD, General Suc's.

AUCTION SALES

M. THOMAS & SONS, NOS. 139 AND 141 VALUABLE MISCELLANEOUS BOOKS, ILLUE-TRATED WORKS, RTC.,
Including British Poets, 127 vols; Waverlay Novels,
Dickens works, Appleson's American Orcopedia,
Croper's Novels, Voltaire's Works, Allson's Europe,
etc.; also medical Works, on Friday afternoon Feb.
19, at 40'cleck.

DUNTING, DUBBOKOW & CO., AUCTIONS
Of Bank street. Successors to John S. Myers & Co.

LARGE SALE OF CAPPATINGS, 150 PIECES
FICOR OIL CLOTHS, ETC.

Feb. 19, at 11 o'c.ock, on four mouths' credit, about
500 pieces of lacestry. Brussels ingrain. Venetian.
list, hemp. cottage, and rag carpelings, 180 pieces
oil cloths, etc.
2 15 41 SAIE OF 2000 CARES BOOTS, SHOES, HATS, CAI'S, TRAVELLING BAGS, ETC. On Tuesday Morning. Feb. 23, at 10 o'clock, on four months' credit, [217 84

SCOATS ARTGALLERY, NO. 1020 CHESNUT BFECIAL BALE OF MODERN PICTURES,
On Friday Evening,
February 19, a: 7% o'clock, at Ecout's Art Gattery,
No. 1020 Cheenut street, will be sold a confection of
modero janutings of the American and English
schools, all handsomely mounted in newest tyles
cold-lest frames.

echools, all bandsomely monated in house, gold-leaf frames.

FINE OIL PAINTINGS.

Belonging to the estate of John Casein, deceased.
Also, a number of the old patchings, it could gorf all all portraits of Audrew Jackson, Gen W. H. Harrison, and James Monroe, ey C. Wilson Pesso. 218 28

IMPORTANT SPECIAL SALE OF HIGHEST CLASS MODERN PAINTINGS, the private collection of C. W. F. CALVEIT, Esq. No. 1517 N. BROAD Street.

B. SCOTT Jr. is instructed by Mr. C. W. F. Calvert to announce for public sale his entire private collection of highest class modern paintings, previous to his departure for Europe, The sale writake place at Scut's Art Gallery, No. 1020 CHESNUT Street, on WIDDNESDAY and TRURSDAY Evening February 24 and 25, at 7% o'clock.

Chen for in-pection on Monday.

Particulars bereatur

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1115
CHESNUT Street; rest entrance No. 1107 Sedicon 817

Bale at No. 1110 Chesput street.

NEW AND SECOND HA D HOUSEHOLD FURNITURE, 5 PLANG FORTER. VELVET AND BRUSSKLS CARPETS MIRRORS, SILVER-PLATED WARE, FHOWGASES, ETC.

On Friday Morning,
At 9 o'clock at the suction store, No. 1110 Chesput Street, will be sold a large assortment of superfor Household Furniture, [21724]

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

Sale at No. 871 North Sixth street.

SURPLUS HANDSOME WALNUF PARLOR AND CHAMBER FURNITURE.

Elegant Eng ish brusse's and other Carpets, French Clock, Fine Mattresses, China, Glass and Plated Ware, etc.

On Thursday morning.

February 25, at 10 o'clock at No. 971 North Sixth street, below Girard avenue by Catalogue, the surplus handsome household furniture, including walnut and hair cloth parlor institute, including walnut and hair cloth parlor institute, elegant carved walnut chamber suits, mahogany and o'stage chamber jurniture, fine French mautel clock, runs 21 days; handsome English Brussels, imperial and other caipets; fine spring and hair mattresses, china glass and plated ware; kitchen utensils refrigerator, etc. has be examined on morning of sale.

2175

CLARK & EVANS, AUCTIONEERS, NO. 680 Will sell THIS DAY, Morning and Evening, A large invoice of Blankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hoslery, Stationery, Table and Poeset Unitery, Notions, etc. City and country merchants will find bargains.

Goods packed free of charge C. D. MCCLEES & CO., AUCTIONEERS, No.

SALE OF 1000 CASE 3 BOOTS, SHOES, BROGANS, BALMORALS, &c. Oa Thursday Moraing, Feb 12 at 10 o'clock, Also, a large assortment a ladies', misses', and child en's wear. 218 6t KEENAN, SON & CO., AUCTIONEERS, 12 m.

LIPPINCOTT, SON & CO., AUCTIONEERS,

NEW YORK. ADRIAN H. MULLER, AUCTIONEER.

VALUABLE PROPERTY ON BROADWAY. CHUBCH, DUANE, AND NORTH STREETS, NEW YORK, TO BE LEASED AT AUCTION. Adrian H. Muiler, P. R. Wilkins & Co. will lease

ON TUESDAY, FEBRUARY 16, 1869, At 12 o'clock M , at the Exchange Salesrooms, Mo 111 BROADWAY, BY ORDER OF THE UNDERSIGNED, A COMMITTEE OF THE BOARD OF GOVERNORS

at auction,

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 cl'y, on high ground, with dry, sandy soil, and surrounded by thet-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 demonin the bremess prion of the city is demon-strated by the large bonus which has been paid for those made by the "Sallors' Sing riarbor," amounting in many cases almost to the value of the fee. The leasing of the above-described property at auction will afford an epportunity that in all probability will never again occur for procur-ing leases of building sites that must, from the con-stantly increasing demand for business property in

stantly increasing demand for business property in
this city, soon ne worth a large premium, especially
as this property is by law

EXEMPTED FROM TAXATION.

JAMES W. BEEKMAN,
JOHN DAVID WOLFE,
ROBERT I. LIVINGSION,
JACKSON S SHULTZ,
JAMES M. BROWN.

Descriptive lists sent by mail if desired. [127178]

FIRE AND BURGLAR PROOF SAFE C. L. MAISER MANUFACTURES OF FIRE AND BURGLAR-PROOF SAFES, LOCK-MITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

No. 484 RACE Street

FOR RENT. RENT. OR PREMISES, No. 809 CHESNUT Stop FOR STORE OR OFFICE. ALSO, OFFICES AND LARGE ROOMS suitable

for a Commercial College. Apply at 24tf BANK OF THE REPUBLIC. LARZELERE & BUCHEY,

Custom House Brokers and Notaries Public, No. 405 LIBRARY Street. All Custom House Business transacted

PASSPORTS PROCURED GEORGE PLOWMAN.

CARPENTER AND BUILDER,

EEMOVED TO No. 184 DOCK Street, PHILADELP A

DE. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to Seath ELLEVENTH Sirest, between MAR. HET and CHESINUT.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special matter, in proverbial.

Diseases of the skin, appearing in a hundred different forms, to sally eradicated, mental and physical week lasse, and all nervous debilities actentifically and encountrilly treated. Office hours from a A. M.