VICTOR HUGO'S NEW NOVEL.

The following extract from the new novel by Victor Hugo, now in course of publication, is of interest as a vivid description of a natural scene, and also as new evidence of the power of the great author in painting wordpictures. It will appear from week to week in Appleton's Journal:-

THE OUTER LAWS.

The snow storm is one of the unknown quantities of the sea. It is the most obscure f meteors, obscure in every sense of the word; a mixture of fog and tempest, a phenomenou not yet well explained. This uncertainty ses many disasters.

Men try to explain everything by the wind and the current. Now, there is in the air a force which is not wind, and in the water a which is not current. This force, the same in the air as in the water, is effluvium. The air and the water are two masses of liquid nearly identical, and changing mutually into each other by condensation and dilation, so much so, that breathing is a species of drink ing; the effluvium alone is fluid. The wind and the current are only impulses, the effluvium is a steady atream. The wind is visible in its clouds, the current in its foam; the effluvium is invisible. Yet from time to time it says, there I am, and its way of saying so is a thunder clap.

The snow storm presents a problem analogous to that of the dry fog. If an explanation of the Spaniard's callina and the Ethiopian's obar be possible, this explanation will certainly be made by attentive observation of the

etic effluvinm.

Without the effluvium, a host of facts re main enigmatic. The altered velocity of the wind, changing in a storm from three feet to 220 feet a second, may possibly cause the alteration of the waves, rising from three inches in a calm to 36 feet in a stormy sea; the horizontalness of the blasts, even in a equall, may possibly make us understand how a wave 30 feet high can be 1500 feet long; but why the waves of the Pacific are four times higher near America than near Asia, that is to say, higher at the west than at the east— why it is the contrary in the Alantic—why, under the Equator, it is the middle of the sea which is highest—why these ocean swells change their place—that is what the magnetic effluvium, combined with the rotation of the earth and the attraction of the heavenly bodies, can alone explain.

Does it not require this mysterious complication to understand an oscillation of the wind, going, for instance, by the west, from southeast to southeast, then returning abruptly by the same great round, from northeast to southeast, so as to make, in thirty-six hours, the prodigious circuit of five hundred and sixty degrees, which was the course run over by the snow-storm of March 17, 1867?

The storm-waves of Australia reach eighty feet in height; Australia is near the pole. A tempest in our latitude is due less to the disturbance of the winds than to continuous electric submarine discharges; in 1866, the transatlantic cable was regularly impeded in Its workings two hours out of the twentyfour, from moon till 2 P. M., by a sort of intermittent fever. Certain compositions and deompositions of forces cause phenomena, and thrust themselves on the sailors' calcula-tions, under pain of shipwreck. The day when pavigation, now a routine, shall become a mathematical science; the day, for instance, when men will try to find out why, in our climate, hot winds sometimes ome from the North and cold ones from the outh; the day when we shall understand that the diminutions of temperature are proportioned to the depths of the sea; the day when we shall have before our minds the fact that the globe is a great magnet, polarized in space, having two axes, one of rotation, one of effluvium, entting each other at the centre of the earth, and that the magnetic poles revolve round the geographic; when those who risk their lives shall choose to risk them scientifically; when the unstable medium of navigacally; when the unstable medium of naviga-tion shall have been studied; when every captain shall be a meteorologist, every pilot a chemist—then will many catas-trophes be avoided. The sea is as much magnetic as watery; an ocean of forces floats, unknown, in the ocean of currents: down stream, we may say. To see in the ocean only a mass of water is not to see it all: the ocean is a coming and going of finid as much as a flux and reflux of liquid. affected even more by attraction than by hurricanes. Molecular adhesion (shown by capillary attraction, among other phenomena) shares, in the ocean, the grandeur of the ocean's volume; and the waves of effluvium sometimes assist, sometimes oppose, the waves of the air and the water. He who knows not the electric laws knows not the hydraulic, for they interpenetrate. True, no study is more difficult or more doubtful; it borders on imposture, as astronomy borders on astrology. But without it there is no real navigation.

This said, let us pass on. The snow-storm is one of the most dangerous compounds of the sea. It is above all magn etic. The pole produces it, as it produces the aurora borealis, inspiring the fog of the one and the gleam of the other; the effluvium is perceptible in the snow-flake as well as in the striated flame.

Shapeless, in all sorts of swellings, the fog gathered at once upon every point of the horizon as though invisible mouths were occupied in puffing up the leather-bags of the tempest. The form of the clouds became

threatening. The blue cloud held all the lower part of the sky. There was as much of it now in the west as in the east. It worked up against the gale. These contradictions belong to the

law of winds.

The sea, which, a moment before, had scales, now had a skin. Such is this dragon. It was no longer the crocodile; it was the boa. This skin, livid and foul, appeared thick, and wrinkled itself heavily. At the surface, bub-bles of spume, isolated and resembling pustules, rounded themselves, then burst. The scum was like leprosy.

The sombre chastisement of the waters, eternally tormented, was about to begin. A lamenting voice went up out of all this waste. Preparatives, doleful and confused, were being in immensity. The doctor studied what was under his eye, and fost not one of its details. Otherwise, there was nothing of con-templation in his look. One does not contemplate hell.

A vast commotion, still half latent, though plain enough in the troubled distance, accen-tuated and aggravated more and more the wind, the mists, the surgings. Nothing is so logical as the ocean, nothing more absurd. This incongruity with itself is inherent in its sovereignty, and is one of the elements of its amplitude. The wave is, without ceasing, for and against. It coils itself up, only to uncoil itself. One of its swashes attacks, and other delivers. No sight like that of the billows. How paint those alternated and scarcely actual hollows and reliefs, those valleys, those hummocks, those heavings of the breast, those rough outlines? How express the thickets of foam, made up of mountain and of dream? The indescribable is there,

everywhere, in the racking to pieces, in the frowning, in the restlessness, in the perpetual contradiction, in the lights and shadews, in the cradling of the clouds, in the vaulted keystones forever displaced, in the disintegration without gap and without fracture, and in the funereal din that is made by all this frenzy.

The wind came out due north. It was so favorable in its strength, and so fair for getting away from England, that the master of the Matutina decided to crowd her with cauvas. The ork broke away in the foam as at a gallop, all sails spread, wind astern, bounding from wave to wave with rage and glee. The fugitives, enraptured, laughed.

England became obliterated; the fugitives

had no longer anything about them but

Ali at once that night was terrible. There was no more distance or space. The sky was turned into blackness, and shut itself down upon the vessel. Slowly the fall of snow began. Some flakes appeared. One might have thought them souls. Nothing was longer visible on this race-course of the One felt oneself delivered over. wind. Everything possible is therein—deception.
It is by this cavernous obscurity that the

polar whirlwind of snow makes its debut in our clime. A vast turbid cloud, like the underbody of

a hydra, weighed upon the oceau, and in places this livid belly adhered to the waves. Where it adhered, there was the resemblance of pockets full of holes, exhaling vapor, and filling themselves with water. These suctions threw up, here and there upon the waves, cones of spume. The boreal hurricane threw itself upon the

ork; the ork flung up its heels therein. The gust and the vessel came together, as though to insult each other.

In the first infuriate onset, not a sail was brailed up, not a jib was lowered, not a reef was taken in-so frenzied was the onward rush. The mast creaked and bent backwards

as though affrighted. Cyclones, in our northern hemisphere, work from right and left, like the hands of a watch, with a whirling movement that equals some times 60 miles an hour. Though she was entirely at the mercy of this fierce rotatory assault, the ork behaved as though under control, with no other precaution than that of keeping itself upright, and of presenting her head to the first blaze, while receiving another on her side, and avoiding another astern. This quasi prudence would have served no purpose, in the event of the wind veering

suddenly from one quarter to the opposite.

A hollow sound inflated an inaccessible The bellowing of the abyss-nothing comparable to this. It is the immense bestial voice of the world. What we call matter that unfathomable organism, that amalgama-tion of immeasurable energies wherein one sometimes recognizes an imperceptible amount of horrifying intention, that Cosmos blind and nocturnal, that Pan incomprehensible—has a cry, a cry strange, prolonged, obstinate, con-tinued, which is less than the word and more than thunder. This cry, it is the tempest. Other voices—songs, melodies, clamor, words—issue from nests, from hatchings, from pairings, from marriages, from dwelling-places; this one, the whirlwind, issues from the Nothing which is All. Other voices express the soul of the universe; this one tells of its monster. It is a shapeless howling. It is the inarticulate spoken by the indefinite. Fact, pathetic and full of terror! These noises carry on dialogues above and beyond man. They rise up, are lowered, fluctuate, induce waves of sound, give rise to all sorts of indignant surprises in the mind, now burst forth close to our ears with the importuning of a flourish on trumpets, now have the husky hoarseness of the far-off disordered hurlyburly that resembles a language, and that is a language in truth; it is the effort that the world itself makes at speaking; the stammering of prodigy. In this wailing confusedly manifests itself all that an enormous sinister palpitation endures, undergoes, suffers, accepts, and rejects; most frequently, this wailing reasons falsely; seems to be an access of chronic mslady, is rather a wide-spread epilepsy than a force employed; one imagines oneself assisting at a fall from an epileptic fit into the infinite. At intervals, one has glimpses of the reëstablishment of the normal order of things, one knows not what feeble attempt o chaos to reassert its sway over creation.

-Thieves in Norfolk, Va., recently carried off an iron safe and two large steam engines. -A lady died lately in Worcester county whose sole heirs consisted of forty cousins.

intervals it is a complaint; space laments

and justifies itself, somewhat as though the

cause of the world were being pleaded. One fancies that the universe is a lawsuit. One

listens, one tries to seize the reasons assigned

the tremendous for and against. Such groan

ing of the shades has the tenacity of a syllo-

... The census canvassers once reported exactly 450 males and 450 females in Unity, -One Maine city has an uncommonly sen-

sible Mayor; his inaugural address took but thirty seconds to read. -Berkshire has had one hundred days of

first-rate sleighing, while Boston has had but fifty hours of the genuine article. -It is reported from Germany that the gambling establishments are taking measures to prevent the publication of intelligence of the

suicides committed by despairing losers. -An Englishman relates that he recently dined in Nevada with an editor, who inquired after the health of Tennyson and Carlyle, remarking that "Them men kin sling ink, they

kin. -A paper published at Ottumwa, Iowa, states as a "curious fact" that the insurance companies have never paid the insurance on J. Wilkes Booth's life, and, although his mother is yet living, she has never made any application for the money.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. FOR BETTELEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKES-BARKE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON, WINTER ARRANGEMENTS. Passenger Trains leavethe Depot, corner of BERKS and American Streets, daily (Sundays excepted), At 7-45 A. M. (Express for Bethlehem, Allentown, Mauch Chuna, Hazieton, Williamsport, Wilkesbarre, Mananoy City, Pitston, and Tunkhannock.

9-45 A. M. (Express) for Bethlehem, Easton, Allentows, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.

At 145 P. M. (Express) for Bethlehem, Mauch Chuhk, Wilkesbarre, Pittaton, and Scranton.

At 800 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk. and Mauch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M.
For Fort Washington at 10-45 A. M. and 11-30 P. M.
For Lansdale at 6-20 P. M.
Firth and bixth streets, Second and Third streets,
and Union Oity Passenger Railways run to the new and Union City Passenger Railways ran to the new Depct.

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 910 A. M., 210, 525, and 830 P. M.

From Doylestown at 835 A. M., 455 and 7 P. M.

From Lanedale at 720 A. M.

From Fort Washington at 10 45 A. M. and 310 P. M.

Prim Fort Washington at 10 45 A. M. and 310 P. M.

Philadelphia for Bethlehem at 920 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4 P. M.

Tickets soid and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, Mo. 1958. FIFTH street.

ELLIS GLARK, Agent.

BLLIS CLARK, Agent,

RAILROAD LINES.

1868 -FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHICADELPHIA TO NEW YORK, AND WAY PLAUES, At 6:30 and 10 A. M., 1, 2:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. for Florence and Riverton.

Hiverton.
The 1 and 11-20 P. M. Lines leave from Market Street Forry (appearside.)

FROM KENSINGTON DEFOY.
At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare \$3.
At 7-30 and 11 A. M. 2-30, 3-90, and 5 P. M. for Trenton and Bristol. And at 10-15 A. M. for Bristol.
At 7-30 and 11 A. M. 2-30, and 5 P. M. for Morrisville and Bristole. and Bristol. And at 10'15 A. M. for Bristol.

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

At 7'30 and 10 15 A. M. and 2'30, and 5 P. M. for
Schenck's and Eddington.

At 7'30 and 10'15 A. M. 2'30, 4, 5, and 6 P. M. for Oornwell's. Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for
Holmesburg and intermediate Stations,
FROM WEST rHILADELPHIA DEPOT.

At 9'45 A. M. 1'20, 4, 6'30, and 12 P. M. New York Ex
press Lines, via Jersey City: Fare, \$1'35.

At 1'150 P. M. Emigrant Line: Fare, \$2'5.

At 1'45 A. M., 1'20, 4, 6'30, and 12 P. M., for Trenton.

At 9'45 A. M., 1'20, 4, 6'30, and 12 P. M., for Trenton.

At 9'45 A. M., \$6'30 and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown.,
Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9'45 A. M., 6'80 and 12 P. M., Lines will ran

ford. Theony, Whilinghing, Bridesourg, and Flance ford.

The 945 A. M., 630 and 12 P. M. Lines will run daily, All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Haliway run direct to West Philadelphia Depot, Chesnut and Walnut within one square, On Sundays the Market Street cars will run to connect with the 945 A. M. 658 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 7:20 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Itheca, Owego, Rochester, Binghamton, Owego, Syracuse, Great Bend, Montrose, Wikcabarre, Beranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flenington, etc. The 2:30 P. M. Line connects direct with the "rain leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate Sta-

DEN AND BURLINGTON COUNTY JAND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY. (Upper Side.)
At 7 and 10 A. M., 1°30, 5°30, and 5°30 P. M., for Merchantsville, Moorestown, Hartford, Masonville,
Hainsport, Hount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1°30 and 3°30 P. M., for Lewistow
Wrightstown, Cookstown, New Egypt, Hornerstown
Cream Ridge, Imlaystown, Sharon, and Hightstown
11 16 WILLIAM H., GATZMER, Agent. DENNSYLVANIA CENTRAL BAILROAD

NORRISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 8, 7, 8, 9, 96, 10, 11, 12 A, M.,

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

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

M., 1, 2, 3, 4, 4, 5, 6, 6, 2, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 34 and 55 up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9 15 A. M., 2, 7, and 10 M. P. M.

Leave Germantown at 8 15 A. M., 1, 8, 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, 8:40, 5:40, 6:40, 6:40, and 10:40 P. M.

ON SUNDAYS.

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

Leave Chestnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 11%, 8, 4%, 5%, 6%, 8 05, and 11% F. M. Leave Norristown at 5 40, 7, 7 50, 9, and 11 A. M., 1%, 2, 4%, 5%, and 8% P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M.: 25; and 7 % P. M.

Leave Norristown at 7 A. M.: 55; and 9 P. M.

Leave Philadelphia at 6, 7%, 9, and 11% A. M.; 1%, 8, 4%, 5%, 6%, 8 68, and 11% P. M.
Leave Philadelphia at 610, 7%, 8 20, 9%, and 11% A. M.
2, 8%, 5, 6%, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2% and 7% P. M.
Leave Philadelphia at 9 A. M.; 2% and 7% P. M.
Leave Ranayunk at 7% A. M.; 2% and 9% P. M.
Depot, Ninth and Green atreets.

DHILADELPHIA AND ERIE RAILROAD. DIRECT BOUTE BETWEEN PHILABELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, November 23, 1863, the
trains on the Philadelphia and Eris Railroad will
run as follows:—

THROUGH,

General Superintendons.

WEST CHESTER AND PHILADELPHIA

RAILROAD.—WINTER ARRANGEMEST,

On and aner MONDAY, October 5, 1868, Trains will
leave as follows:—

Leave Philadelphia from the Depot, THIRTY.

FIRST and OHESNUT Streets, 7-45 A. M., 11 A. M.,

280 P. M., 415 P. M., 450 P. M., 615 and 1130 P. M.:

Leave West Chester for Philadelphia, from Deport
on East Market street at 6:35 A. M., 7 45 A. M., 8:90 A.

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

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

Junction.

The Depot in Philadelphia is resched directly by Innction.

The Depot in Philadelphia is reached directly be the Chesnut and Walnut Street care. Those of the Market Street line run within one square. The care of both lines connect with each train upon it

Leave Philadelphia at 5 20 A. M., and 5 00 P. M., Leave West Cheerer at 7 05 A. M. and 6 00 P. M., Trains leaving Philadelphia at 7 45 A. M. and 6 05 P. M., and leaving West Chester at 5 00 A. M. and 4 50 P. M., connect at R. O. Junction with Trains on P. d. B. O. R. R., for Oxford and intermediate points.

HENEY WOOD, General Sup's, 4102

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SOHUYLKILL, SUSQUENIANNA, GUMBERLAND, AND WYOMING VALLEYE, THE SOUTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER
TRAINS, December 14, 1868.
Leaving the Company's Depot at Thirteeuth and
Callowhill streets, Philadelphia, at the following
hours:—
MORNING ACCOMMODATION At 7:30 A. M. for Reading and all Intermediate Stations and Allentown. Returning, leaves Reading at 6:35 P. M., arrives in Philadelphia at 2:25 P. M.

At 8-15 A. M. for Reading, Lebanon, Barrisburg, Pottsville, Pine Grove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffato, Wilkesbarre, Pittaton, York, Carliele, Chambersburg, Whitesbarre, Fittaton, York, Carlisle, Chambersburg, Hagersjown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT (LIATON with Ostawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanua trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 3:20 P. M. for Reading,
Pottaville, Rarrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.

and Columbia Rairroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottatown at 6:45 A. M., scopping at intermediate stations; arrives in Pulladelphia at 9:16 A. M. Returning, leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6:16 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:30 A M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

Returning, leaves Philadelphia at 10:20 A. M.

Returning, leaves Philadelphia at 4:46 P. M.; arrives in Reading at 7:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1: P. M. Afternoon trains leave Harrisburg at 2:60 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia at 9:25 P. M.

All the showe trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and epied.

Sunday trains leave Pottisville at 8 A. M., and
Philadelphia at 8 5 P. M. Leaves Philadelphia for
Reading at 8 A. M. Returning from Reading at 425
P. M.

CHESTER VALLEY RAILBOAD. Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.30, and 4 P. M. trains from Philadlephia. Returning from Downingtown at 6.30 A. M., 12.45 and 6.15 P. M.

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

NEW YORK EXPRESS FOR PITTSBURG AND
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1 05 A. M., and 1:00 and 10:19 P. M.,
and connecting at Harriscurg with Pennsylvania
and Northern Central Railroad Express trains for
Pitsburg, Chicago, Williamsport, Eimira, Balilmore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M... and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at II A. M. and 12:20 and 5:P. M. Sleeping cars accompany these trains through between Jersey Oity and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsylle at 645 and 1130 A.M. and 64.P.M. returning from Tamaqua at 525 A.M., and 215 and 4.35 P.M.

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 3.50 P. M., and from Tremont at 7.40 A. M. and 5.25 P. M.

and from Trement at 7:40 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 soid by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradiord, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicnolis, General Superintendent, Reading.

At 25 per cent. discount, between any points de-tired, for families and firms.

MILEAGE TICKETS.

Good for 2000 mues, between all points, at \$52.50 each for families and firms. SEASON TICKETS.

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

Residing on the line of the road will be furnished with caros entitling themselves and wives to tickets at half face.

EXCURSION TICKETS

From Philadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced lares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

FREIGHT TRAINS

Leave Philadelpnia daily at 4°35 A. M., 12°50 noon,

3 and 6 P. M., 10° Reading, Lebanon, Harrisburg,
Pottsylle, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 2. M., and for the principal stations only at 215 P M.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S Fourtn street, or at the Depot, Thirteenth and Callowhill streets.

DHILADELPHIA, WILMINGTON, AND

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

Way-Mail Train at 530 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for
Crishiad and Intermediate stations.

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

Express Train at 100 F. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Thuriow, Linwood, Caymont, Winnington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Unsse's, and Stommer's
Run.

Newet Express at 11'50 P. M. (Daily) for Baltimore

Pana, Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linsond, Claymont, Winnington, Newark, Elkton, North-Rast, Perryville, and Havre de Grace, Fassengers for Fortress Monroe and Norfolk will take the 12:00 M. train, Biopping at all Stations between Philadelphia and Winnington.

Wilmington.
Leave Phliadelphia at 11°00 A. M., 230, 5°00, and
7°00 P. M. The 5°00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate 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 to A. M. Train will not stop between Chester and Philadelphia. The 7:00 P. M. Train from Wilmington runs daily; all other Accommodation Trains bundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail. 9:38 A. M., Express. 2:25 P. M., Express. 7:25 F. M., Express. 2:25 P. M., Express. 7:25 F. M., Express. 8UNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de-Grace, Perryville. Charlestown, North East, Elikton, Newark, Stanton Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at licket office, No. 525 Cheenut street, under Continental Hotel, where also State Rooms and Herths in Siesping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

WEST JERSEY RAILROADS.—
FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, September 16, 1868.
For Cape May and stations below Millville, Fill P. M.
For Millville, Vineland, and intermediate stations 8:15 A. M., F15 P. M.
For Bridgeton, Salem, and way stations 8:16 A. M. and 8:20 P. M.
For Woodbury at 8:15 A. M., 8:15, 3:50, and 6:00 P. M.
For Woodbury at 8:15 A. M., 8:15, 3:50, and 6:00 P. M.
Freight train leaves Camden daily at 18 o'clock noon. Freight trace at second covered wheatsald Freight received at second covered wheatsald water traces, daily . 228 South Delawareaven Freight Delivered No. 228 South Delawareaven WILLIAM J. SEWELL

AUCTION SALES.

BY LIPPINCOTT, SON & CO., AUG-TIONEERS, ASHHURST BUILDING, No.

On Wednesday Morning.

March \$1, on Four Months' Orealt.

Mr. ROBERT MACDONALD New York.

LARGE SPECIAL SALE OF LACE GOODS, IRISH
AND ECOTOH EMBROIDERIES. WHITE
GOODS, HANDKERGRIEFS, Etc.

Particulars hereafter. \$284t CLARK & EVANS, AUCTIONEERS, NO. 650

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

C. D. McCLEES & CO., AUCTIONEERS, No SALE OF 1000 CASES BOOTS, SHOES, BROGANS,

On Monday Morning.

March 29 commencing at 10 o'clock. Also, a large line of city made goods.

N. II.—Saies Mondays and Thursdays. [3 25 81 THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESHUT Street: rear entrance No. 1107 Sansom at KEENAN, SON & CO., AUCTIONEERS, No. 112 N. FRONT Street.

PROPOSALS.

U. S. ORDNANCE AGENCY,
Corner Houston and GREENE Streets,
(Entrance on Greene; P. O. Box 811,)
NEW YORK, Feb. 18, 1869.
Sealed Proposals, in duplicate, will be received at this office until SATURDAY, March 27, 1869, at 12 M., for purchasing, in quantities, the following kinds of ORDNANCE STORES, now on hand at the different arsenals in the United States:—

United States:—CARTRIDGES

For Spencer's carbine...Cal. 50 and 52 For Pallard's do. ... "
For Henry's do. ... " Metallio For Remington's do. For Warner's do. For Sharp's do. For Starr's do. 44 | primed. For Sharp's do. ... For Starr's do. ... U. S. musket cartridges, 52 Linen. 54 Paper. 69 and 71 69 44 41

bres of cannon; round shot, shells, canister and spherical case, for all calibres. Also, fixed amnunition for the same, Musket percussion caps from broken-up am-

munition.

The Ordnance Department reserves the right The Ordnance Department reserves the right to reject all bids not deemed satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department.

Terms cash. Ten per cent. payable on the day of sale, and the remainder when the property is delivered. Twenty days will be allowed for the removal of stores.

Bidders will state explicitly the point or points where they will accept storss, Deliveries will only be made at the arsenals.

Samples can be seen at this office, or at any of the arsenals in the United States. of the are nais in the United States.

Proposals will be addressed to the under signed, and endorsed "Proposals for purchasing Ordnance Stores." For further information apply to the undersigned.

8. CRISPIN.

Brevet Colonel U. S. A., Major of Ordnance.

GOVERNMENT SALES.

A UCTION SALE OF GOVERNMENT PROPERTY.
DEPOT QUARTERMASTER'S OFFICE,
PHILADELPHIA, Pa., March 17, 1869 }
Will be sold at publiciauction, at SUHUYLKILL ARSENAL, Philadelphia, Pa. at 10
o'clock A.M., on THURSDAY, April 1, 1869, the
following articles of clothing, new, but rated
unsuitable for issue to troops, viz.:—
3,147 pairs Pegged Bootes.
19,639 pairs Pegged Bootes.
25,700 grey Flannel Shirts.
And the following articles of Clothing and

25,700 grey Flannel Shirts.
And the following articles of Clothing and Equipage, unserviceable:—
4550 Biankets.
852 Coats, privates'.;
31 Great Coats, lined.
1236 Sack Coats, lined.
48 "unlined.
681 Canteens, complete.
254 Jackets, privates'.

681 Canteens, complete,
254 Jackets, privates'.
788 Fiannel and Knit Shirts,
381 pairs Stockings,
3701 pairs Trowsers, mounted.
2127 pairs "foot.
Also, at the same time and place, a large quantity of old rope, tent cuttings, burians, petroleum paper, cotton cuttings, old packing boxes, and other articles of clothing and equipage,
Terms—Cash in Government funds. Cash at time of purchase for all sales below \$25. A deposit of 25 per cent. will be required on all sums above that amount.
Catalogues of the property to be sold will be furnished upon application to this office.

Brevet Colonel and A. Q. M. U. S. A.,
318 1014 Depot Quartermaster.

T. LOUIS ARSENAL, ST. LOUIS, MO.

STEVEN COIONEI AND A. Q. M. U. S. A.,
3 18 1012

ST. LOUIS ARSENAL, ST. LOUIS, MO.,
FEBRUARY 23, 1869.
PUBLIC SALE OF CONDEMNED ORDNANCE AND ORDNANCE STORES.—Will be
effered for sale, at public auction, at the St.
Louis Arsenal, St. Louis, Mo., commencing on
MONDAY, the Eth day of April, 1869, at 10
o'clock A. M., a large amount of condemned
Ordnance and Ordnance Stores, etc., consisting
in part of the following articles, viz.:—
51 cast iron field guns, with carriages and
implements.

implements 199 cast fron guns, various, total weight about 530 tons.
480 tons cannon balls, 6 to 42 pounds.
80 artillery carriages, various,
600 sets artillery wheel harness, for two

4,300 sporting rifles and shot guns, various. 14 411 sabres and swords, various. 28,000 cartridge boxes, various. 15,000 cavairy saddles, various, 8,000 artillery saddles, various.

23,180 curb bridles, various. 10,000 watering bridles, various. 15,000 halters, various. 14,480 leather traces, various.

15,000 halters, various.

14,480 leather traces, various.

401,885 pounds of cannon powder.

828,450 pounds of mortar powder.

777,680 pounds of musket powder.

18,200 pounds of rifle powder.

189,840 pounds of damaged powder.

90,884,000 musket and pistol percussion caps.

Wrought and cast iron scrap, etc. etc.

Person's desiring catalogues of the storesto be sold can obtain them by application to the Chief of Ordnance, at Washington, D. C.; of Brevet Colonel S. Crispin, U. S. A., purchasing agent, corner of Houston and Greene streets, New York, or upon application at this arsenal.

F. D. CALLENDER,

Lieut.-Col. of Ord. and Bt. Brig.-Gen. U. S. A.,

Commanding.

PUBLIC SALE OF CONDEMNED ORD-DUBLIC SALE OF CONDEMNED ORDnance Stores.

A large quantity of Condemned Ordnance and Ordnance Stores will be offered for sale at Public Auction, at BOCK IBLAND ARSENAM, Illinois, on
WEDNESDAY, April 7, 1889, at 10 o'clock A. M.
The following comprises some of the principal
est to be Scid, viz:

28 from Camon, various calibres,
1100 Field Carriagrs and Limbers,
160 sets of a ritiery Harness,
10,000 pounds Shot and Sheil.
45,000 sets of Infantry Accourtements.
2200 McCiellan Saddies.
2000 Artiliery Saddies.
2000 Watering Bridles.
2000 Watering Bridles.
2000 Watering Bridles.
2000 Watering Bridles.
2000 Antiliery 7 races and Hames.
2000 Artiliery Paraces and Hames.
2000 Cavalry Ourb Bridles.
2000 Antiliery 7 races and Hames.
2000 Inspection of the Chief & Ordcan obtain them by application to the Chief & Ordcan obtain them by application to the Chief & Ordcan obtain them by application to the Chief & Ordcan obtain them by application at this Arsenai,
Conter of HOUSTON and GREEN Streets, New York
city, or upon application at this Arsenai.

Lieutenant Colonel Ordnance,
Brevet Brigadier-General U. S. A.,
Commanding.

Rock I land Arsenai, January 25, 1862.

Rock I land Arsenal, January 25, 1362, 1 30 tay COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and wagon-Cover Duck,
Also, 1 Paper Manufacturers' Drier Feits, from thirty inches to seventy-six loches wide, Paulin, Belling, Sail Twiss, etc. JOHN W. EVERMAN,
See, 105 CHURCH Street Only Stores. AUCTION SALES

M. THOMAS & BONS, NOS. 133 AND 141 CHOICE ENGLISH AND AMERICAN BOOKS.
On Tuesday, Wednesday, Thursday, and Baturday
March 23, 24, 25, and 57, at 4 o'clock, including
British poets fre volumes; 3/2 cait Waverley Novem,
to volumes; Dickens' works, 27 volumes; Balwar's
novels, 20 volumes; Marryatt's novels; Jameson's
works; Imperial Dictionary, 6 volumes; Dore's
Tennyson: Don Quixote; La Fortaine, etc. Frossart's Chronicles, with Illuminations, 2 volumes; fine
scaling of Shakespeare, poets, theology, etc. 320 58

Sale on the Premises. No. 316 South Tenth street. HANDSOME RESIDENCE, SUPERIOR WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, MIRRORS, FINE BRUSSELS AND OTHER CARPETS ETC.

March 25, at 10 o'clock, by catalogue, the entire household furziture, compresing handacme wainut parlor suit covered with reps; 3 elegant oiled wainut chamber suits; cottage chamber suits; 2 elegant wainut wardrober; superior dining-room furniture; fine hair and spr. ng mattresses; fire feather beds, bolisters, and pillows; handsome centre-table, marbie top; chima and glass ware; kitched utenslis; fine Enjish Brussels and other carpets, etc.

HANDSOME MODERN RESIDENCE.

Previous to the sale of furniture, will be sold the very handsome modern three-story orick residence, with French roof; has all toe modern conve. Beleoces, and is well and substantially britt. Lot 20 by 10 feet.

by 10 feet.
SALE OF STOCKS AND REAL ESTATE,
On Tuesday.
March 30, at 12 o'clock noon, at the Exchange, will SEVENTEENTH and VINE, N. E. corner Stable nd Dwelling.
MARKET, No 631-Valuable Store, 22 by 133 feet.
TWENTY-SIXTH WARD, Maiden Lane-Clay ot 10 acres, FIFTH (south), No. 280—Valuable Residence, PRONT (south), Nos. 503 and 505—Brick Dwellings.
SEVENTH (north) No. 1432—Modern Residence.
POPLAS, No. 1313—Genteel Dwelling.
CATHARINE, Nos. 3108, 2110, and 2112—Brick.

Dwellings
DAUPHIN, west of Coral-Building Lot,
WHARTON, No. 531-Modern Dwelling,
BORDEN, Nos. 430 and 432-Two Brick Dwell-Ings.
FORTY-NINTH STREET and SILVERTON AVENUE-GROUND RENTS-Three well-secured, SIXTEENTH and STILES, N. W. corner-Store FRANKLIN, No. 2130—Gentee! Dwelling, FRANKLIN, No. 2130—Gentee! Dwelling, CHATHAM, N. E. of Somerae!—Frame Dwelling, GERMANTOWN ROAD, "Rising Sun"—Large Lot, MOUNT MORIAH CEMETERY—SIX Desirable

Lots.
WHARTON, west of Fifteenth—Modern Dweiling.
LEASE of City Whart, Callowhill street, Delaware.
6 Destrable Lots in Mount Mortah Cemetery.
17 shares Planters' Bank of Tennessee.
18 shares West Philadelphia Passenger Railway Co.
16 shares Green and Coates Streets Passenger Railway Co.

151 shares Green and Coates Streets Passenger Railway Co.
200 shares American Button hole Machine Co.
1 share Philadelphia and Southern Mail S. S. Co.
15 shares Philadelphia and Southern Mail S. S. Co.
15 shares Enterprise Insurance Co.
20 shares United states Plate Glass Insurance Co.
20 shares National Bank Republic.
10 shares Third National Bank.
25 shares Kensington National Bank.
15 shares Consolidation National Bank.
25 shares Consolidation National Bank.
25 shares Consolidation National Bank.
25 shares Consolidation National Bank.
26 shares Consolidation National Bank.
27 shares Consolidation National Bank.
28 shares Consolidation National Bank.
29 shares Consolidation National Bank.
29 shares Consolidation National Bank.
29 shares Comberland Valley Railroad first preferred stock.

erred stock.
100 shares Cumberland Valley Railroad second preferred stock.
106 shares Cumberland Valley Railroad common stock.
6 shares Union Passenger Railway Co.
Catalogues now ready.

SALE OF OIL PAINTINGS.

Comprising important parts of TWO PRIVATE COLLECTIONS to be sold at No. 1231 CHESNUT Street, on MONDAY and TUESDAY EVENINGS. March 29 and 20. On free exhibition from Wednesday, 17th instant, at the Pennsylvania Academy of Fine Arts.

Works of the following eminent Artists are included: Works of the cluded:
W. Shayer, Sr., Boutelle, Woodwell, Jacobsen, Nicholson, Hamilton, Mochez, Pauliton, Pauliton,

Ramsey, Bel ows, Fairman, Brevoort, T. Moran, P. Moran, Joseph John, Wm. Hart, Inners. W. Shaytr, Sr., Jacobsen. De Beul, Mechez, Marlo. W T Richards Prui Weber. Yeweil. J. D. Emillie, G. H. Smillie, Bristol. Lambdin,
Duche,
Pecrus,
Barland,
Patrois.
De Dreux.
Hilverdink,
Sestag.
Neblig.
Solly. Inners, Mignot, E. D. Lewis, delnicke, Henry Smith, De Brackeleer, AuStarkenborgh [3246t]

BUNTING, DURBOROW & CO., AUCTION
OF BANK Street, Successors to John B. Myers & Go. LARGE SALE OF FRENCH AND OTHER BUROPEAN DRY GOODS, ETC. On Monday Morning, March 29, at 10 o'clock, on four months' credit. In-

Cluding a SPECIAL AND HIGHLY IMPORTANT SALE OF BONNET AND TRIMMING RIBBONS AND MILLINERY GOODS, by order of Messis. KUTTER, LUCKEMEYER & CO., VIZ.:—
Full lines round edge trimming and bonnet ribbons, of their well-known makes.
Full lines all-bolled round edge ribbons, of favorite brands.
Full lines black round edge ribbons, various grades and celebr, led makes.

Full lines black round edge ribbons, various grades and celebr, ted makes.

Full lines Nos 2 to 12 satin ribbons, in black, white, and all the desirable colors.

Full lines Paris picot satin ribbons.

Full lines moire trimming ribbons, in blacks and

Full lines moire trimming ribbons, in blacks and colors.
Full lines fancy ribbons, latest Paris novelties.
Also, an elegant assortment of extra rich sashes of the most varied and richest descriptions, in black, plain colors, and iancies.
Also, a full line of colored and black crape, of superior makes.
A complete line of 20, 22, and 24 inches colored and black satins, the best quality imported.
Also, by order of Messrs H. BE NKGUIN & CO.,
A full line of their celebrated

PARIS VEIL BAREGES AND DONNA MARIA.
Also, dress goods, silks, shawls, etc.

[3 25 25]
SALE OF 2000 CASES BOOTS, SHORS, TRACULTING BAGS, E.CO.
On Toesday Morning,
March 30, at 10 o'clock, on four months' creats.

March 30, at 10 o'clock, on four months' cresis,

LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS,
On Thersday Meraing,
April 1, at 16 o'clock, on four months' credit, [22651]

ESTATE OF JOHN B. STEVENSON, Jr.,
In Bankroptey.
Sale by order of Assigness, thr. ugh
BUNTING. DURBOROW & CO.,
On Friday Moraing,
April 2, 1868, c mmercing at 11 o'clock, by catalogue, for cash, comprising, in part, about
200 pieces printed floor oil cloth, various widths,
A large lot oi sized and unsiss d burlap.
— pieces carriage oil cloths and printed car lining.
— pieces brown muslins and heavy bagging. [32485]

MARTIN BROTHERS, AUCTIONEERS,—

(Lately Salesmen for M. Thomas & Sons.)

No. 529 CHERNUT St., rear entraces from Minor;

Sale S. F. corner of Main and Herman streets, Germantown.

SUPERIOR HOUSEHOLD FURNITURE. HANDSOME & GOREWOOD PIANO FORTE, VELVET
AND INGRAIN CARPETS, Efc.

OR Monday Moralog.

29th inst. at 11 o'ciock. at the S. E. corner of Main
and Herman streets, Germantown. by catalogue,
superior walnut and hair cloth parior furniture, superior chamber furniture, extension table, handsome
concewood plano-forte, hair mattresses, bedding,
vilvet and ingrain carpets, cooking utensis, etc. cio.

May be seen early or the moralog or sale. Cars
leave depot, Ninth and Green streets, every
hour.

[123 35]

SALE OF MISCELLA NEOUS BOOKS.

29th Inst. at 7½ o'clock at the auction rooms, No. 5:29 Chesnut street, by catalogue, miscellaneous books, from libraries.

8ale No. 322 25

529 Chesnut street, by catalogue, miscellaneous books, from libraries.

Sale No. 328 N. Fort'eth at. West Philadelphia.

HANDSOME WAI NUT FURNITURE. ELEGANT FOROME WAI NUT FURNITURE. ELEGANT FOROME WAI NUT FURNITURE. ELEGANT FOROMENTAL AND ENGLISH BRUSSELS OAR-PETS, SUPERIOR SEWING MACHINE, ETC.

On Thursday Morning.

April I, at 10 o'clock, at No. 22 North Fortieth sireet, West Philadelphia by catalogue, handsome wainut and brocatelle parlor furniture, etagere and centre table 10 match. superior chesnut chamber suit, elegant rosewood Schomacker piano-forte, very superior Howe sewing machine, handsome English Bruswis and velvet carpets, Brussels hall and stair carpets, bandsome French chias tea and coffee setz kitchen utensils, off cloths, etc.

May be seen early on morning of sale.

\$25.55

B Y B. S C O T T, J R SCOTT'S ART GALCERY. No. 1020 CHES NUT Street. Philadelphia.

CARD.—The undersigned will give particular actention to Sales at Dwellings of parties removing Havings po place for atorage of furniture, it will be to my interest to make clear sales. Other consignments of Merchandise respectfully solicited.

of Merchandise respectfully solicited.

IMMENSE SPECIAL SALE OF BEST QUALITY
TRIPLE SILVER-PLATED WARE.
(All guaranteed.)

Being the stock of one of the most celebrated Channut street manufacturers.
On Tuesday Morning.

22d inst., at 10% o'clock, at Scott's Art Gallers, No. 1020 Chesnut street, will be old at public sale, one of the largest and fullest assortments of extra quality triple silver-plated ware that has ever been offered in this city. All the wares guaranteed.

The entire catalogue will be sold without the least reserve.

reserve. Particulars hereafter. 3 24 56