THE REDUNDANCY OF WOMEN.

From the London Saturday Review.

Mr. W. R. Greg has published a short ram-phlet, compressing into a few pages an argu-ment upon that great question of the day, What are we to do with our women? No one will be disposed to deny the importance of the problem, or the urgent need of treating it in a rational manner. For the most part the various agitators who enlarge upon the subject are given to the sentimental or rhetorical point of view. They wax eloquent upon the evils which result from the exclusion of women from the elevating and humanizing influences of English elections; or they denome the frivolous luxary of our upper classes; or they paint the delleious repose of mind to be found within the walls of a convent; or they describe a happy millennium when ladles will compete with men for success in the learned professions. All these modes of attacking the question may be legitimate -- and we have no obection to the expenditure of any quantity of cloquence, so long as an audience can be ob-tained—but for the most part they have the disadvantage of leading to no very definite result. We have an uncomfortable suspicion that a great deal of satire will have to be expended before women cease to be extravagant; and we doubt whether admitting ladles to a general scramble with the stronger sex will necessarily make them either better or happier. The first requisite for an intelligent discussion is to understand, as pre-cisely as possible, what is the evil to which this chorus of lamentation is owing, and we may then form some guess as to the working of the pro-posed remedies. Mr. Greg's argument has the merit of suggesting one cause which, if by no means adequate to account for the whole evil, is at least a very efficient one so far He starts from statistics supas it goes. plied by the Registrar-General, which afford a good tangible basis for argument. According to the report of that authority, in 1851 there were in Great Britain, out of every, 100 women above 20 years of age, 57 wives, 18 widows, and 30 spinsters. In England and Wales, the whole number of women between 20 and 40 was a little under S.000,000; and of these 1,284,000 were unmarried. After making allowance for the excess of women above men in the whole population, and assuming that a good many of these 1,248,000 would marry. Mr. Greg calculates that there are at least 750,000 un-married women who would not of themselves have chosen a single life. Exact statistics are not ascertainable in problems of this delicate kind; but we may safely say that there is a multitude of women-to be counted by the hundred thousand-who could not marry if they would. This, according to Mr. Greg, is the anomaly which it is our business to cure.

Now, as we shall presently remark, we cannot take this for a complete account of the difficulty. There are many other causes which probably concur in producing a certain discontent in the female mind. Pelitical economists and statis-ticians are apt to assume too easily that all the evils of human society are to be explained by a few tables of figures and ingenious sums in the rule of three. Yet the facts noticed are not the less important; and it can hardly be doubted. both that there is a considerable excess of un-married women, and that such an excess is cortain to produce some very serions evils. Women would in all probability insist upon having souls. and occasionally meddling with politics, even if a spinster after twenty were as great a rarity as the Nova Scotia giantess. The great social changes which are daily taking place would affect the position and sentiments of women even if the proportion between the numbers of the sexes were constantly adjusted with mathematical nicety. But some of the greatest existing difficulties are aggravated, if not entirely produced, by this simple fact that the supply of the female sex enormously exceeds the demand; and if that could be remedied, the remaining questions might be adjusted with a better prospect of speedy success. Such a very practical and tangible evil naturally intensifies any dissatisfaction founded upon other grounds of complaint.

How, then, is the surplus female population of these islands to be absorbed? What are we to do with this army of spinsters, whose enforced celibacy is an evil at once to themselves and to society? The answer, according to Mr. Greg, is tolerably plain. In the first place, the normal proportions have been very much disturbed in England by emigration. Therefore we should task to be undertaken. export our surplus of women to places where there is a surplus of men. This will take off. say, a third of our female supernumerarles. Another third may continue to be properly employed, as at present, in domestic service. The task of disposing of the remaining third is more difficult. The removal of their sisters will doubtless make their labor more highly prized, and lead to a considerable improvement in their general position. But, to secure a thorough remedy, luxury must be discouraged, and marringe rendered more attractive to both sexes. To prove the advantage of emigration, Mr. Greg calculates that in the United States and the English colonies there is a deficiency of women above twenty amounting to over 400,000. There are indeed certain special difficulties in this case beyond those which attend all plans of emigration. Thus, for example, it is perfectly true that there is an excess of men in the United States, but this excess only exists in the more newly settled States. In Massachusetts, for example, in 1860 there was an excess of women men of about 40,000 in a population of 1,200,000; whilst in California, at the same time, there were only 105,000 women to 270,000 men. A female emigration to California would undoubtedly be a great blessing to the country; but the emigrants must be prepared to encounter hardships which are sufficient to deter the women of the Eastern States. A governess in San Francisco would probably have a good time of it, and, if so disposed, would find a very favorable marriage-market: but it is not every woman who would be prepared to take up her abode at the diggings, and to run the risk of being scalped and converted into an Indian squaw. In short, it is obvious that such an emigration, though corresponding to a very real need, would require most careful supervision. The solution of the problem carried out by Mr. Brigham Young, and stamped with the approval of Captain Burton, does not quite meet the prejudices of European society, or it would be the most direct remedy for the existing evils. This, however, being out of the question, so far as a Government scheme of emigration is concerned, there must be a considerable doubt as to the possibility of exporting our female population in anything like the numbers requisite to meet Mr. Greg's suggestion. If we could set down half a million English women within a very limited period in Canada and Australia, it is possible that the colonial demand for so desirable a commodity would be a good deal more than satisfied. The difficulties which obstruct emigration generally would be felt with tenfold force in an emigration of so peculiar a character. No one can doubt that, within certain limits, the emigration of women, as was proved on a small scale by Mrs. Chisholm's exertions, is a most desirable thing, but the question of how far it can be extended is by no means simple, and is part of a wider inquiry than can be touched upon in this place. Mr. Greg, indeed, admits that, under all conccivable circumstances, a further remedy would be required: and this remedy, when we look into it, is little less than a general reformation of the public morality. If men would cease to be vicions, and women to be frivolous; if we did not insist upon butlers and footmen, costly and tedious dinner parties, and visits to expensive watering places; If ladies of fashion would imitate the demimonde "in its attractive and not in its repellant features, in its case and simplicity, not in its boldness or its license of look and speech," why, then, women would be a great deal better off. In a proper state of society nearly every-body ought to marry; and if people in England were content to live as simply and economically as they do in Germany and Switerland, half the men who are now repelled from matrimony by a fear of the expense might help to reduce the terrible surplus of numarried females. This is a well-known expedient of moral writers. The point out some great evil, and then propose by way of remedy that human nature should and see their large ass be changed. Much harm is caused in they intend selling at be changed. Much harm is caused in England by the national habit of intoxi-

cation, and reformers suggest, with the air of original discoverers, that every body should become sober. The suggestion is admirable, if rather obvious; but unluckily it only leads to the further question, how are drunkards to be in-duced to become sober? Society is undoubtedly over-luxurious in many ways; we spend a great deal more than people do abroad without se-curing more real comfort or even elegance; wasterulness has long been one of our most marked national vices; and when it is combined with a singular want of taste, the results are not edifying. A good many young men are, we may believe, deterred from marriage by the feat of expenses which, under a better sytem, would be unnecessary. What is the cure for these tolerably notorious evils? Mr. Greg recommends us to be simple and economical, but are we more likely to be so because Mr. Greg recommends it ? Clergymen have preached, and jour nalists have been satirical, and reformers elo-quent, but the evil persists and even increases. As wealth accumulates luxury does not tend to fall off, and even a distinct demonstration of the resulting evils will fail to check so deeply seated a tendency. Where are we to find the necessary leverage for upsetting an abuse which has been the topic of declamation for centuries? And here occurs an additional complication, which Mr. Greg does not mention. The young men who will not marry because they prefer a club life are, after all, a small minority of the population. The class from which they spring ontributes a fraction, numerically trifling, though socially conspicuous, of the great arm of spinsters; and there is another evil precisely opposite of that which he denounce Market street. Reckless marriages produce a surplus popula-tion, from which the men are drafted off y emigration. The pauperized class multiplie without forethought, and fills our streets with women to whom a decent household is an impossibility, and who swell the ranks of the vicious classes. The unfortunate governesses who excite Mr. Greg's commiseration are fre juently the daughters of the well-known curat who marries and has ten children on a hundred a year. The sons go to the colonies, or find some sort of occupation at home, and the daugh ters are left to swell the competition and beat down the value of feminine labor. If our popu-tion increased as slowly as that of France, there would be less surplus labor, and consequently the most helpless part would not be left behind as a residuum to subsist upon charity, or hardly-earned wages, or worse. We have no desire to earned wages, or worse. We have no desire to defend the inxurious habits of the upper classes, which may probably do something to make marriage less common; but if everybody took Mr. Greg's advice to-morrow, and young aristocrats supported families upon £300 a year, It would not follow that our women would be less redundant. The first result would be an increase of the population, which in a very short

ime would add still more unemployed females

to the existing crowds. Mr. Greg is too good a political economist not to admit the influence of this cause. In fact, it falls in only too easily with the other influence upon which he has mainly dwelt. A grievous want of prudence and self-restraint causes the population to multiply unduly, and forces a number of persons, either because they are absoutely poor, or because they can't get as much as their habits demand, to be thrown into a depen-dent position. If we all clutch too greedily at any enjoyment which comes within our reac a good many will be thrust on one side and the weaker sex will naturally get the worst of it. The remedy, to come back to that question, must be sought in the agencies, religious, moral, and intellectual, which we may hope are gradually improving civilization, and may some day introduce a less reckless love of display in the higher classes and more self-restraint in the lowest. Subsidiary remedies, such as emigration, may do somethir and are worth more careful thought than he been given to them. But we must look for more radical cure in the gradual extension education in its highest and widest sense, and especially in anything which tends to make comen, without losing their feminine qualitie more rational and less hopelessly childish. How that is to be done is, we need hardly say, a very wide question, and the value of such observa-tions as those which Mr. Greg has published lies chiefly in the assistance which they give to obaining public recognition of the greatness of the

RAILROAD LINES.

DENNSYLVANIA CENTRAL IRAILROAD. SUMMER TIME, TAKING EFFECT APRIL

SUMMER TIME, TAKING EFFECT APRIL 25, 1860. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot. Sleeping-car Tickets can be had on application Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 801 Chesnut street, or No. 118 Market street, will receive attention.

Mail Train Paoli Accomi	nodat'	n. 10	30 A	M	1.1	oan	8.00 A. N d 9.30 P. N
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Harrisburg A	ecomr	noda	tion	14	1.4		2.30 P. N
Lancaster Ac	comm	odat	ion		*	.4	4.00 P. N
Parkesburg T	rain					- 9	5.30 P. N
Cincinnati E	xpress		1.1.7			- A - L	8.00 P. D
Erie Mail and	1 Pitts	burg	Ext	TOR	. 8	1 x	10.45 P. A

Erie Mali leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'clock. Philadelphia Express leaves dally. All other

trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

TRAI			VE .	AT DE	SPOT	, viz.	
Cincinnati Er							3.10 A. 1
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or further information apply to JOHN F. VANLEER, Jr. Ticket Agent, No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street. SAMUEL H. WALLACE,

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

owner, unless taken by special contract. EDWARD H. WILLIAMS, 429 General Superintendent, Altoona, Pa.

1869, -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHARP.

PROM WALNUT STREET WHARP. At 6-30 A. M., via Camden and Amboy Accom. 42-25 At 8 A. M., via Cam. and Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2:00 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. K. R.

D. B. R. K. At s and 10 A. M., 2, 3:30, and 4:30 P.M. for Trenton. At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Florence, Burlington, Be-P. M. for Bornencou, P. M. 1, 3:39, 4:30, 6, and 11:30 P.
At 6:30 and 10 A. M., 1, 3:39, 4:30, 6, and 11:30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. Lines leave from Market

Street Ferry (upper side).

FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M.

for Bristol.

for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's. Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railway. At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3-25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for TrenRAILROAD LINES.

READING RAILROAD,-GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, OUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:-MORNING ACCOMMODATION.

MORNING ACCOMMODATION. At 7-30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Read-ing at 6-30 P. M.; arrives in Philadelphia at 9-15 P. M.

P. M. MORNING EXPRESS. At 846 A. M. for Reading, Lobanon, Harrisburg, Pottsville, Finegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falis, Bui-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-bersburg, Hagerstown, etc. The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 545 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehanna land Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York,

Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Fottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

bia, etc. POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION. Leaves Potistown at 6-25 A. M., stopping at in-tarmediate stations; arrives in Philadelphia at 4-30 P. M.; arrives in Potistown at 6-40 P. M. READING ACCOMMODATION. Leaves Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M.

Returning, leaves Philadelphia at 515 P. M.;

Returning, leaves Philadelphia at 515 P. M.; arrives in keading at 805 P. M. Trains for Philadelphia leave Harrisburg at 810 A. M., and Fottsville at 845 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 505 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 915 P. M.

P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:46 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Cepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at S A. M.; returning from Reading at 4"25 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN HALLROAD. Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skip-pack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

the various points in retrioned varies connect with trains at Collegeville and Skipnek. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST, Leaves New York at 9 Å, M, and 5 and 8 P. M., passing Reading at 105 Å. M., and 150 and 1019 P. M., and connecting at Harrisburg with Pennsyl-vania and Northern Central Railroad Express restor of Dittature Contral Railroad Express trains for Pittsburg, Chicago, Williamsport, El-

mira, Baltimore, 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 Read-ing at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12-20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Fittsburg with-

A Mail Train for New York leaves Harrisburg at

A Mail Train for New York leaves Harrisburg at 8'10 A. M. and 2'05 F. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKLL VALLEY PAHLROAD. Trains leave Pottsville at 6'45 and 11'30 A. M., and 0'40 F. M., returning from Tamaqua at 8'35 A, M., and 2'15 and 4'35 F. 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 3'80 F. M. TICKETS.

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.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILEOAD.

TIME TABLE.

TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 2, 5%, 734, 4, 485, 5-05, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 M.

P. M. Leave Germantown at 5, 7, 71/2, 8, 8*20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 43/2, 5, 51/2, 6, 64/2, 7, 8, 9, 10, 11 P. M. The 8*20 down train and 3/4 and 5/2 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadeiphia at 9*15 A. M., 2, 4*05, 7, and 10% P. M.

10% P. M. Leave Germantown at 8:16 A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40, 3 40, 5 40, 6 40, 8 40, and 10 40 P. M. ON SUNDAYS. Leave Chesnut Hill at 7 16 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and 9 25 P. M. FOR SALE-LARGE AND VALUABLE THREE STORY STONE MILL AND SIX HOUSES AND FARM, STACKES, ALLEN'S LANE, Three quarters of a mile of Chesmut Hill and Mt. Airy station, on the Chesmut Hill Railroad, Twenty Second ward. For further puritediars apply to M THOMAS & SONS, Aneticneers, 51352 Nos. 129 and 141 S. FOURTH Street.

P 25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. OR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 71/2, 9, and 11:05 A. M., 94, 5, 45/4, 5, 55/4, 61/4, 8:05, 10:05, and 115/4 P. M. Leave Norristown at 5:40, 61/4, 7, 71/4, 9, and 11 A. L. 15/4, 3, 45/4, 65/4, 8, and 91/4 P. M. The 72/4 A. M. train from Norristown will not stop

it Mogee's, Potts' Landing, Domino, or Schur's

The 5 P. M. train from Fhiladelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2½, 4, and 7½

Leave Norristown at 7 A. M., 1, 51% and 9 P. M.

FOR MANAYUNK. Leave Philadeiphia at 6, 714, 9, and 11:05 A. M., 114, 5, 414, 5, 514, 64, 8:05, 10:05, and 11:4 P. M. Leave Manayunk at 6:10, 7, 714, 8:10, 914, and 11:4 A. M., 2, 314, 5, 654, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M. Leave Manayunk at 714 A. M., 214, 6, and 914 P. M.

. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

CHARLESTON, S. C.

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5 12 62 Sale at No. 207 South Tenth street. HANDSOME WALNUT HOUSEHOLD FURNITURE, ELEGANT CHAMBER SUIT, FINE, BRUSSELS AND OTHER CARPETS, FINE OIL PAINTINGS, ETC. ETC. At noon, from FIRST WHARF above MARKET Street. THROUGH RATES to all points in North 'and South Carolina, via Seaboard Air Line Reilrond, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Raitroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety, and cheapness of this route com-mond it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. May 25, at 10 o'clook, at No. 207 South Tenth street, by stalogue, the bandsome walnut partor furniture, suits of catalogue, the handsome walnut parlor furniture, suits of handsome oiled walnut chamber furniture; fine oil paint-ings, "St. Peter at the Gate of the Tomple," Washington, Landscape, etc.; fine Brussels and other carpets, gas con-suming stores, etc. May be examined early on morning of sale. 518 fit Sale at No. 1705 Wallace street. Sale at No. 1705 Wallace street. HANDSOME WALNUT FURNITURE, HARDWARE, WILTON AND BRUSSELS, CARPETS, ETG. On Thursday morning. S7th inst., at 10 o'clock, at No. 1705 Wallace street, by catalogue, the entire Household Furniture, handsome walnut and hair-cloth parlor furniture, oak diming-room furniture, handsome walnut chamber furniture, fine hair mattrosses, feather beds, handsome Wilton and Brussels carpets, handsome secretary and bookcase, large library table, china and glassware, kitchen furniture, etc. etc. May be examined on morning of sale. 1 518 st sahips insured at the lowest rates.

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7

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HANDSOME HOUSEHOLD FURNTURE, PLANOS, MIRRORS, HANDROME FURNTURE, PLANOS, AND OTHER CARPERS, PTC.
On Thursday Meering.
May 20, at 9 o'clock, at the Anotion Rooms, by catalogue, a barge assortiment of superior Household furnities, covered with pinsh, reps, and hair-clock, superior Horary and disinger french plate mirrors, two elegant walnut secretary and bookcases, handsome wardrobes, sideboards, stagerma, ex-amption centre, and booqueit tables; fine this materia, stagerma, ex-amption centre, and booqueit tables; fine this materia, bookcases, lange assortiment of office furniture, gill twolve-and feather beds, fine china and glasswars, plate glass, and feather beds, fine chinas and glasswars, balate glass, and feather beds, fine chinas and glasswars, blate glass, and feather beds, fine chinas and glasswars, balate glass, and feather beds, fine chinas, stoves, handsome valvet, Brinsels, and other carpets, matting, oil cloth, etc. [5 B fill proce safe LAPOE AND VALUABLE THERES

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street : rear sutrance No. 1107 Samson SL

Sale in West Philadolphia, at No. 36225 Locust street. HOUSEHOLD FURNITURE, CARPETS, ETC. On Thursday Morning. May 20, at 10 o'clock, at No. 3625 Locust street, West Philadelphia, will be sold the furniture of a family de-clining housekeeping, comprising walnut heir cloth parlor furniture, walnut dining-room and ohamber furnitures, cottage suit, Brussels, ingrain, and Yeucitan carpots, stoves, kitchen furniture, refrigerator, etc. The furniture can be examined at 8 o'clock on the morning of sale. 518 20.

Sale No. 1110 Chesnut street. LARGE STOCK OF LEGANT CABINET FURNI-TURE, FINE CARPETS, FRENCH-PLATE MIR BORS, CABINET ORGANS, MELODEONS, CHINA., GLASSWARE, PAINTINOS, ETC. On Friday Morning. At 9 o'elock, at the Auction Store, No. 1110 Chesnut street, will be sold a portion of the stock of a cabinet-maker declining brainees, comprising several sets of first-class wahut chamber suits; also, antique parlor suits in plush and reps.

FURNITURE FROM PRIVATE FAMILIES.

FURNPICIER FROM PHIVATE FAMILIES. Also, from families declining housekeeping, elogant ronowood, ebony, and walnut parlor suits in plush and reps; Brussels, velvut, and ingrain carpets; chamber suits; dining-room furnitare; wardrobes; bookcases; library suits; Canton china; cut glass; silver-plated ware; French-plate mantel and plor glasses; spring and hair sufficient and plor glasses; spring and hair

iattresses, etc. PARLOR ORGANS,—Also, four parlor organs, made y Estey & Co., Prince and others. Also, one melo-con. 5 19 2t

Sale at Frankford. MACHINERY AND TOOLS OF THE COOPER FIRE-ARMS AND MANUFACTURING COMPANY. On Friday Morning. May 21, at 10 o'clock, at the Cooper Fire-Arms and Manufacturing Company's, on Frankford road, at the creek, will be sold, the machinery, tools, etc., consisting of-

tools. Also, large shed and fencing. OFFICE FURNITURE, FIRE-PROOF SAFE, **FTC.**— Also, large Farrel & Herring fire-proof safe, oak high desk, cak pedestal office table, l2 oak arm-chairs, matting.

tores, etc. LEASE OF THE PREMISES.-At the commence-nent of the sale will be sold the lease of premises for

ven years.

seven years. Sale peremptory. Catalogues ready at the auction store on Tuesday, 18th. Access can be had by the Second and Third Streets and Fifth and Sixth Streets Passenger Cars, by stopping at the lane leading to Paxton, Flemming & Lloyd's coal and Inmber yard. 517 4t

MARTIN BROTHERS, AUCTIONEERS.-(Lately Salesmon for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 1626 N. Touth street. SUPERIOR WALNUT AND HAIR CLOTH PARLOR FURNITURE, CHAMBER, DINING-ROOM, AND SITTING-ROOM FURNITURE: HANDSOME BRUSSELS CARPETS, KITCHEN FURNITURE, ETC. ETC. On Thursday Maging

Site 1970. On Thursday Morning, Soth inst., at 10 o'clock, at No. 1626 N. Tenth street, by catalogue, the entire superior household furni. 512 6t

BUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, May 20, at 10 o'clock, on 4 months' crodit. [5 14 5t

LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL-OLOTHS, ETO, On Friday Morning, May 21, at 11 o'clock, on four months' credit, about 200 pieces of ingrain, Venetian, list, hemp, cottago, and rag carpetings, 500 rolls mattings, oil-cloths, etc. 515 56

BSCOTT'S ART GALLERT, No. 1020 CHESNUT Street, Philadelphia.

SPECIAL SALE OF BEST QUALITY TRIPLE SILVER PLATED WARE, GILT CLOCKS, ETC. On Friday Morning, May 21, at 104 o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold, without reserve, a full and general assortment of best quality triple allver-plates ware. FRENCH CLOCKS. Also, an invoice of French ormula gilt eight and twenty-cne-day elocks.

Also, an invoice of Parian and other vases. Also, an invoice of Parian and other vases.

KET Street.

CONTRIBUTORS' SALE OF PAINTINGS. We intend making a sale of Paintings during the co-week at our Art Gallery, No. 1820 Chemut stroot, sons desirous of contributing should do monee.

BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAE.

On Thursday Morning, May 29, at 10 o'clock, on four months' credit, POSITIVE SALE OF SOO LOTS AMERICAN AND Imported Dry Goods, Paris Fancy Goods and Notions, etc.; also, Stock of Goods, etc., worthy the attention of the trade generally.

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

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. On Thursday Morning. May 23, at 10 o'clock, including a large line of city made

BY PANCOAST & LARGE, AUCTIONEERS, No. 239 MARKET Street.

CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods solicited. IS 27 of K EENAN, SON & CO., AUCTIONEERS, NO 112 N. FRONT Street. II 21

C O R N E X C h A N G E BAG MANUFACTORY. JOHN T. HAILEY. N. E. corner of MARKKT and WATER Streets, Philadelphia.

Philadelphia, DEALERS IN BAGS AND BAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lame, Bone-Dust, Etc. Large and small GUNNY BAGS constantly on hand, 225 Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-cover Duck. Also, Peper Manufacturers' Drior Felts, from thirty inches to seventy-six inches wide, Faulin, Belling, Ball Twine, etc. No. 103 OHUBCH Street, Oily Stores.

N. B .- Sale every Monday and Thursday.

ing the coming

5 17 BE

5 19 44

A Model English Banking Com-A further contribution to the history of Bar-

ned's Banking Company has been published in the shape of a report drawn up by the creditors' representatives—Messrs. A. Ashton, G. Bahr, and T. Cope. It appears that of the 40,000 shares orginally issued, only 14,000 were taken by bona fide shareholders, the remaining 29,000 standing in the "names of adventurers, speculators, and clerks without means or resources The £40 call has produced £352,500, but nothing whatever has yet been obtained in respect of 12,300 shares, representing £492,000, the holders of which are stated to be mostly absentees or nominees. A statement of the liabilities and assets of Mr. L. B. Mozley shows that the former amounted to $\pm 340,728$, and the latter to ± 70 ; those of Mr. C. F. Mozley to $\pm 19,640$ and ± 132 respectively; while the liabilities of Mr. Charles Mozley are put down at £230,304, and the assets are estimated at £23,000. The framers of the report complain that soon after the stoppage of the bank Messrs. Mozley and their friends were permitted to execute deeds, thus stifling investigation, and also notice the fact that on the very day that the bank stopped Messrs, Mozley appear in the cash book as hav-ing drawn £1000 "for their quarter's services in the management of the bank." With regard to the issue of liquidation, it is stated that it was estimated the assets would realize £850,000, but a sum of only about £160,000 has yet been ob-

ROOFING.

R E A D Y R O O F I N G.-

STEEP OR FLAT ROOFS

STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoid-ing the damaging of ceilings and furniture while under-going repairs. (No gravel used.) PRESERVE YOUR 'IIN ROOFS WITH WELTON'S ELASTIC PAINT. I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon, the best and cheapest in the market. No, 711 N. NINTH Street, above Coases, and No, 711 N. NINTH Street, above Coases, and

the best and cheapest in the market. No. 711 N. NINTH Street, above Coates, and 217? No. 818 WALNUT Street. TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 548 N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid com-plex roof covering, the best ever offered to the public, with brinshes, cans, buckels, etc., for the work. Anti-vermin, Fire, and Water proof. Light, Tight, Durahle. No erack-ing, passing, or shrinking. No paper, gravel, or head, Good for all elimates. Directions given for work, or good work-men supplied. Care, promptness, certainty! One price! Call! Examine! Judge! Ageons wanted for interior counties.

Agents wanted for interior counties. 42stf JOSEPH LEEDS, Principal.

TO BUILDERS AND CONTRACTORS.-We are prepared to furnish English imported ASPHAL/TIC ROOFING FELT In quantities to suit. This roofing was used to cover the Paris Exhibition in 1807.

MERCHANT & CO., Nos. 517 and 519 MINOR Street. 4 29 Bm ROOFING.-LITTLE & CO., "THE LIVE ROOFING." No. 1235 MARKET Street. Every description of Old and Leaky Roofs made tight and war-ranied to keep in repair for five years. Old Tin Roofs made equal to new. A trial only required to insure satis-faction. Orders promptly attended to. 383m

OLD GRAVEL ROOFS COVERED OVER with Maotic Slate, and warranted for ten years. HAMILTON & COORFER, 3 150m No. 45 S. TENTH Street.

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CARRIAGE BUILDERS,

No. 712 SANSOM Street, Philadelphia, Invite all in need of any kind of CARRIAGES to call and see their large assortment before purchasing, as

REASONABLE RATES. 20sw26trp

ton. At 9:30 A. M., 4, 6:45, 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 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excended.

daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

PROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Laum-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Hachlahem, etc. Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

ROADS. PROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1'30, 3'30, and 5'30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Hightstown. 1110 WILLIAM H. GATZMER, Agent.

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

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sun-

days excepted), as follows:-At 745 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

hannock. 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pitiston,

Allentown, Mauch Chunk, Wikesbarro, Presson, and Scranton. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Piltston, and Scranton. At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 1045 A. M. and 1139 P. M.

P. M. For Lansdale at 620 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9.10 A. M., 2.10, 5.25, and 8.30 P. M.

From Doylestown at 8:35 A. M., 4:55 and 7 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 10:45 A. M. and 3:10

P. M.

P. M. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

WEST JERSEY RAILROADS,-SPRING AR RANGEMENT, From foot of MARKET Street (Upper Ferry). Commencing THURSDAY, April 1, 1869. TRAINS LEAVE AS FOLLOWS:-For Come May and Ministration States

For Cape May and stations below Millville, 3-15

P. M. For Millville, Vincland, and intermediate sta-tions, 8:00 A. M., 3:16 P. M. For Bridgeton, Salem, and way stations, 8:00 A. M. and 3:30 P. M.

For Woodbury at 8.00 A. M., 3.15, 3.30, and 6.00

Freight train leaves Camdon daily at 12 o'clock, Freight received at second covered wharf below

Freight received at second cover Walnut street, dally. Freight dellvered No. 228 South Delaware avenu WILLIAM J. SEWELL, Superintendent,

and intermediate stations, good for one day are sold by Morning Accommodation Market Train Reading and Potistown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one

day only are sold at Reading and intermediate sta-tions by Reading and Fottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General

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

sired, for families and firms. MILEAGE TICKETS, Good for 2000 miles, between all points, at \$52.50 each for families and firms.

each for fainfies and firms. S EASON TICKETS. For three, six, nine, or twelve months, for hold-ers only, to all points at reduced rates. CLERGYMEN Residing on the line of the road will be furnished with a start the workers and wines to

with cards entitling themselves and wives to tickets at half fare.

PHILADELPHIA, WILMINGTON, AND BAL. TIMORE RAILROAD.-TIME TABLE.-Com-mencing MONBAY, May 10, 1868.-Trains will leave Depot corner Broad street and Wasnington avenue, as follows:-

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington. Leave Philadelphia at 11-00 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

ware failfoad for Harrington and intermediate Stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

46 No. 411CHESNUT Street, Philadelphia. NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARFAN CANAL, EXPRESS STEAMEDAT COMPANY. The CHEAPEST and QUICKEST wither communica-tion between Philadelphia and New York. Steamers leave daily from first whart below Market street, Philadelphia, and foot of Wall street, New York. Goods forwarded by all the lines remains ont of New York, North, Fast, and West, free of commission. Freight received and forwarded on accommodating torms. WILLIAM P. CLYDE & OO. Agents, No. 128. DELAWARE Avenue, Philadelphia. JAMES HAND, Agent, 838 No. 110 WALL Street, New York. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

FHILADELT III A AND BAILTENED CHARTEN RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Hallroad. Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 430 P. M. The 7 A. M. train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at P00 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 420 P. M. Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect at Lamokin Junction with the 750 A. M. and 430 P. M. trains for Baltimore Cen-tral Failroad.

NOTICE.-FOR NEW YORK, NOTICE.-FOR NEW YORK, Superstand Series Const. Swift SUPE TRANSPORTATION COMPANY, DESPATCH AND SWIFTSUBE LINE. The binsing aby those lines will be resumed on and after the sth of March. For Freights, which will be taken on accommodating terms, apply to W. M. BAIED & CO., 325 We. 13-5 South Wharves.

7-90 A. M. and 4-30 P. M. trains for Battimore Con-tral Railroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have braggage checked at their residence by the Union Transfor Patent Wire Railing, Iron Bedstonds, Ornamental Wire Work, Paper-makers' Wires, and every variety Company,

H. F. KENNEY, Superintendent.

Freight roceived daily. WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pior 1 N. WHARVES. W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk. 815

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Salling Tuesdays, Thursdays, and Saturdays, REDUCTION OF RATES.

Spring rates, commencing March 15. Salling Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 12 cents per 160 pounds, 4 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf. times on covered wharf.

JOHN F. OHL, Pier 19 North Wharves. N. B. Extra rates on small packages iron, metals, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC., On Monday Morning, May 24, at 10 o'clock, on four months' credit. 5 18 5t NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesspeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning, May 25, at 10 o'clock, on four mouths' credit. 5 19 5t

Steamers leave regularly every Saturday at noon from the irst wharf above Market street.

Freight received daily. WILLIAM P. OLVDE & CO., No. 14 North and South Wharvea. HYDE & TYLER, Agents, at Georgetown; M ELDRIDGE & CO., Agents at Alexandria, 615

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