The Paris Figuro prints a review of M. Topin's book, concerning the identity of the Man with the Iron Mask." It will be seen that the statement of the Athenoum that M. Topin had discovered the prisoner to be no other than De Lauzun-one of the difficulties in maintaining which theory was pointed out is entirely false. The article contains some highly interesting extracts from the book, and

we translate it in full:—
"The publishers, Didier & Dentu, who issue to-day the work of M. Marius Topin, which has been so impatiently expected, have furnished us with sufficient extracts from the book to enable us to judge of the definite result of the researches of this writer. Some of these we print in this connection:—

"Upon the 18th September, 1698, at 3 o'clock in the afternoon, the Sieur of Saint Mars, arriving at the islands of St. Marguerite, entered the chateau of the Bastille, of which he had just been appointed Governor. In the carriage with him was a prisoner whose face was covered with a mask of black velvet, and Saint Mars, accompanied by many mounted soldiers, had been the inseparable and vigilant guardian of this person during the long voyage from Provence. At Palteau, a place situated between Joigny and Villeneuve-le-Roi, and which belonged to Saint Mars, a halt was made, and the old inhabitants of Villeneuve long remembered having een the mysterious carriage pass in the evenng through the principal street of their town. he remembrance of this apparition is peretuated in the country, and the story of the ingular incidents which were then noticed, passing from father to son, has come down

even to our day.
"The care which Saint Mars took at the supper table to keep the back of his prisoner turned towards the windows, the pistols within reach of the suspicious jailor, their beds placed side by side, all these precautions and the mystery attending them vividly excited the curiosity of the country people, and furnished material for endless conjectures. At the Bastille the prisoner was put in the hird chamber south of the tower of Bertaudiere, this room being prepared before by Dujonca, the turnkey, who had received a written order from St. Mars some days in advance of the arrival.

"Five years after, on Tuesday, the 20th of November, 1703, at 4 o'clock in the afternoon, the drawbridge of this renowned ortress was lowered, and over it passed a sad funeral cortege. A few men went silently out bearing a corpse, which had for its escort two subaltern officers of the Bastille, and took their way towards the cemetery of the Church of St. Paul.

"Nothing could be more striking than the sight of this group, which seemed to steal furtively along under cover of the approach-ing night. Nothing could be more abandoned or apparently more obscure than this unknown corpse, which was followed by two strangers in haste to finish their task. At the grave, as at the death-bed, there was no sorrow, no regret. The prisoner of Provence was taken ill upon Sunday, the disease was suddenly aggravated on Monday, and the priest of the Bastille was called too late to administer the sacrament, and had only time to repeat to the dying man some rapid commonplace exhortations. Upon the register of the Church of St. Paul was inscribed the name of Marchially. At the Bastille, however, the prisoner was always known as the Prisoner of Provence."

Before going on to establish the identity of this mysterious prisoner, M. Topin has writ-ten the history of the principal personages who are connected with the "Man with the Iron Mask." In his preface he says:-

"I have penetrated the private life of Louis XIII and Anne of Austria, and, in order to prove the falsity of certain accusations which have sullied the memory of this princess, I have not hesitated to touch upon certain delicate points and meet the accusers upon their own ground. I have followed others through a career always adventurous, through an existence continually agitated - some even through a captivity passed sometimes in the monotonous inaction of solitude, and sometimes with wise resignation, or even sometimes varied by audacious attempts at escape which were always thwarted by the incessant vigilance of the most scrupulous of jailors. In this book are brief memoirs of Louis XIII and Anne of Austria; the seductive Buckingham; the impressive Vermandois; the versatile Monmouth; the adventurous Beaufort; the fearless Lauzun; Fouquet, admirable for nis resignation and his Christian virtues; the unfortunate Matthioly; and Saint Mars, whose memory, and even whose existence, is insepa-

rable from that of his prisoners."

The history of Matthioly in particular is related by M. Topin with much care and with many details entirely new. It is well known that the Count Matthioly, Minister of Charles IV, Duke of Mantua, negotiated in secret with Louis XIV, with a view of yielding to the King Cassal, which was at that time one of the keys of Italy. But Matthioly suddenly broke the compact, or at least retarded its execution, by delivering the place to the enemies of Louis XIV. M. Topin demonstrates the reasons, apparently well founded, of those who denied that Matthioly was the "Man with the Iron Mask," and which led him for a long time to think the same. It has been generally believed, up to the present time, that Matthioly, arrested near Turin, by Catinat, in 1679, and afterwards at Pignerol confided to the care of Saint Mars, was one of the two prisoners conducted by the latter, in 1681, from Pignerol to the fortress of the exiles, and afterwards to the Islands of St. Margue rite. But one of the prisoners died at the Exiles in 1687, and, for various reasons, it has been concluded that this was Matthioly.

M. Topin states that the reading of a dis patch, unknown till the present time, caused him to doubt the removal of Matthioly to the Exiles, and turned his researches into an entirely different channel. He has established in a manner positive the fact that the Minister of Charles IV was held at Pignerol, afterward confined to Saint Mars, was conducted to the Islands of St. Marguerite, and was identical with the prisoner whom we have seen above conducted by Saint Mars to the Bastille, where he entered September 18, 1698. All these points are established by a multitude of new documents drawn up in a very interesting manner, among which is an unpublished despatch of Louis XIV, containing these words, which M. Topin has taken as the epigraph of his book, and which relate to Matthioly:—"No one must know what shall become of this man."

For the rest, this entire work has been entirely founded upon more than a hundred despatches not before published, and which are for the most part printed in the form of notes in order not to interfere with the story, which is told in a very animated and dramatic style, principally in the episodes of the Arminian patriarch, and of Fouquet. M. Topin closes his book by the following curious account:- "By a strange coincidence, at the very moment of the death of the 'Man with the Iron Mask,' the master of Matthioly, Charles IV, Duke of Mantua, arrived at Paris. But he, who had more and more put himself

The "Man with the Iron Mask." | in the power of Louis XIV, to whom he had sold one of the keys of Italy, and recently de-livered Mantua itself, and whom he had frequently permitted to pass through his States for the purpose of invading the peninsula, was received and feted as he deserved. The Luxembourg was magnificently fitted up for him with the royal furniture. Seven tables were constantly served by order of the king for the Dake and the served by order of the king were constantly served by order of the king for the Duke and his numerous suite, and brilliant fetes were given in his honor at Mendon and Versailles, where he received from Louis XIV a splendid sword covered with diamonds. It is easy to see how imprudent it would have been to have inscribed upon the register of St. Paul the name of Matthialy at the time when the Duke arriving Matthioly at the time when the Duke arriving at Paris might have learned of his death. We know that Charles IV took great interest in his former confidant, and we have seen that he took much pains to learn the truth concerning his final disposition. Instead of hiding it from him, however, it is possible that he was told of the death in order to dissipate entirely his fears.

'However this may be, history offers the most singular comparisons, and the reality often exceeds in interest the most romantic fancies of the imagination. Of the two persons who played the principal roles in the cession of Cassal to Louis XIV, the Prince who consented to it, contrary to his duty, for the purpose of replenishing his treasury and satisfying his prodigal desires, was the reci-pient of the most magnificent fetes. At the same time, in the same city, the other, his ancient Minister, created by him Count and Senator, allied to the most illustrious families of his country, formerly also magnificently received at Versailles by Louis XIV, but who afterward for a moment checked his insatiable ambition, and retarded the servitude of Charles IV, died far from his friends in a small chamber of the Bastille, after a captivity of twenty-four years, and on the next day, just as night was falling, was borne to a neighboring church-yard, followed only by two subaltern officers of the fortress.

## A PICTURE MISER.

Half a Million Dollars' Worth of Rare Paint-ings Hoarded by an Art-Worshipper—No Eyes Except His Own Permitted to See Them. Readers will remember that a short time ago was chronicled the death of Lyman Allyn, a miser, who died in New Jersey, worth probably a million of dollars. A miser died in New York in the spring of the present year, no less remarkable for the singular turn of his mind—perhaps more remarkable—than was Mr. Allyn. This gentleman was Mr. Thomas Thompson, who for years had been collecting and hoarding pictures and packing them away until, at his death, his gallery was worth about haif a million of dollars. From early youth he had been a lover of the transity and of the high party of Transit and of the high party of the hi ine arts, and, at the time of the burning of Tre-mont Temple, at Boston, in the year 1852, he lost pictures which were valued at about \$92,000. Not discouraged at this misfortune, he again set to work, and in a short time had a collection more valuable than even his former one, and one which occupied fore than a dozen rooms in an old building Washington street, in the neighborhood of the Bos-ton Market. These pictures were not only hung on the walls, but were packed away in piles, and it is probable that he himself was the only person who ever got a look at them after they had come into his

ever got a look at them after they had come into his possession.

In this collection are not only fine portraits of Mr. Thompson's friends, but also copies, and some undoubted originals, of the best English, Dutch, French, and Italian schools. He was always fond of befriending poor artists, and bought many of their works, but was very sharp at detecting fraud, and evidently understood the business of a collector. Very few persons—perhaps not over a hundred—have ever seen the collection.

About ten years ago Mr. Thompson left Boston, and, although he possessed a large amount of real estate in that city, never again returned to 'it, passing most of his time at Cambridge, Salem, and Medford. So deeply rooted had become his aversion to the "Hub" and its people that he would not even correspond with them, and gave strict orders to his agents that his whereabouts should never be disclosed; he was even unwilling to hear of the place where, he said, he had been subjected to slight and indignity. After leaving Boston he ceased entirely to purchase pictures, and his entire collection was stowed away and sedulously guarded from every even to purchase pictures, and his entire collection was stowed away and sedulously guarded from every eye. About a mouth ago the executrix of his estate em-ployed Mr. J. Harvey Young, the portrait painter, to examine and catalogue the collection, which, according to the opinion of Mr. Bierstadt, could not now be equalled at a less expenditure than half a million of dollars. The pictures are soon to be brought to New York, and not less than ten freight cars will be re-

ulred to transport them.

In the collections are pictures said to be unquestioned originals by such artists as Sir Charles East-lake, Thomas Lawrence, Sir Joshua Reynolds, Sir Peter Lely, Hogarth, Meadows, Copley, and Turner, of the English school: Boucher, Lambinet, Mignard, and De Dreux, of the French; while the German and Italian and Dutch schools are represented by School School Guerring, Vandyke, Van Mass, ich, Schidoni, Guercino, Vandyke, Van Maas,

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND
BOILER WORKS.—NRAFIE & LEVY
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILERBIAKERS, BLACKSMITHS, and FOUNDERS, having PENN STEAM ENGINE AND MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, fron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the nublic as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning Serew Cutting, and all other work connected with the above business.

above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACGB C. NRAFIE. JACOB C. NRAFIE, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND
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MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Redear Geographers, Tenks, Low Rosts, etc.

Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and

Railroad Stations, etc.
Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also,
Sugar, Saw, and Grist Mills, Vacuum Pans, Oil
Steam Trains, Defecators, Filters, Pumping En-

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WORKS.

TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

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

applied to STREP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
Shingle Roofs without removing the shingles, thus avoid
ing the damaging of ceilings and furniture white under
going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WKLTON'
KLASTIC PAINT.

I am always prepared to Repair and Paint Roofs at shor
notice. Also, PAINT FOR SALE by the barrel or gallon
the begt and cheapest in the market.

W. A. WELTON,

179 No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 548 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Care, promptness, certainty! One price! Ostil Examinel Judge!

Agents wanted for interior counties.

JOSEPH LEEDS, Principal

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Of Passenger Trains, November 22, 1869.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION.

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

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Fails, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

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

Pinegrove, etc. AFTERNOON EXPRESS,

AFTERNOON EXPRESS,
Leaves Philadelphia at 2-30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2-10 A.
M. Returning, leaves Philadelphia at 4-00 P. M.;
arrives in Pottstown at 6-15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5-40 A. M. and Reading at 7-30

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M. Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottaville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2:55
P. M., and Pottsville at 3:05 P. M., arriving at Philadelphia at 7:05 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 aftachen, leaves 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 5-40 A. M., connecting
at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Rending at S A. M.; returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 6:10 and 8:12 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 4:00 P. M. train from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12:43 A. M. and 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2:30 and 5:35 A. M., 12:20 noon, 2:55 and 11:00 P. M., passing Reading at 12.55, 4.30, and 47.20 A. M., 2.00 and 4.40 P. M., arriving at New York at 6.00 and 10.15 A. M., 12.05 noon, 6.35 and 10.00 P. M. Siceping

1015 A. M., 1245 noon, 635 and 1040 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 840 A. M. and 255 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 630 and 1130 A. M., and 245 and 450 P. M., returning from Tamaqua at 835 A. M., and 245 and 450 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 255 A. M. and 338 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 5-55 A. M. and 3-38 P. M.
for Pinegrove and Harrisburg, and at 12-10 noon for
Pinegrove, Tremont, and Brookside, returning from
Harrisburg at 7-30 and 11-50 A. M. and 3-40 P. M.,
from Brookside at 4-00 P. M., and from Tremont at
7-15 A. M. and 5-05 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 Physical Physics.

Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation

Trains, at reduced rates.

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

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

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at re-

twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wiveste tickets at half fare.

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

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

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

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot.
Orders can be left at No. 228 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M.,
2-30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M. CHESTER AND PHILADELPHIA Leave West Chester from Depot, on East Market street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A. M., 1-55 P. M., 4-50 P. M., and 6-55 P. M.

Train leaving West Chester at 8-00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passesses to or from stations between West Chester. sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction

B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8.30 A. M. and 2000 P. M. Leave West Chester for Philadelphia at 755 A. M. WILLIAM C. WHEELER, General Superintendent.

4 100

PHILADELPHIA AND ERIE RAILROAD.

WINTER TIME TABLE.

On and after MONDAY, Nov. 18, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.

WESTWARD.

MAIL TRAIN leaves Philadelphia.

"Williamsport. 740 A. M. arrives at Erie. 820 P. M. ERIE EXPRESS leaves Philadelphia. 1140 A. M. "Williamsport. 900 P. M. arrives at Erie. 7000 A. M. ELMIRA MAIL leaves Philadelphia. 750 A. M. "Williamsport. 600 P. M. arrives at Lock Haven. 720 P. M. EASTWARD. 

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Radiroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

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

receive attention.

receive attention.

Mail Train.

Mail Train.

Soo A. M.
Paoli Accommodath. 10:30 A. M., 1:10 and 6:50 P. M.
Fast Line and Erie Express.

11:50 A. M.
Harrisburg Accommodation.

2:50 P. M.
Lancaster Accommodation.

4:10 P. M. Lancaster Accommodation. 4 10 P. M. Parkesburg Train. 5 30 P. M. Cincinnati Express. 8 00 P. M. Erie Mail and Pittsburg Express. 9 45 P. M. Accommodation. 12 11 A. M. Pacific Express. 12 00 night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 O'clock-Pacific Express leaves daily. Cincinnati Express daily, except Sunday. All other trains daily, except Sunday.

Ticket Agent at the Depot.

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

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

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Treu-New York and Way Places.

New York and Way Places.

PROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom... \$2:25
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 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:50 P. M., for Trenton. At 630, S, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S.A. M. and 2 P. M. for Riverton.
The 11:30 P. M. Ene leaves Market Street Ferry,

(upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M for Bristel.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

At 7-30 and 10-45 A. M., and 2-30, 5, and 6 P. M. for Schenck's and Eddington.
At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8-30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 7, 9-30 and 11 A. M., 1-20, 4, 6-45, and 12 P. M.
New York Express Lines, via Jersey City. Fare, 32-25.
At 11-30 P. M., Emigrant Line Fare, \$2.
At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 12 P. M., for Trenton. or Trenton. At 7, 9-30, and 11 A. M., 4, 6-45, and 12 P. M. for At 12 P. M. (Night), for Morrisville, Tull'stown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9:30 A. M., 6:45 and 12 P. M. Lines will run dally. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

At 730 A. M. for Niagara Falls, Budfalo, Dunkirk,
Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.
FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M.,
1, 2, 3\frac{1}{4}, 3\frac{1}{4}, 4 95, 4 25, 5, 5\frac{1}{4}, 6, 6\frac{1}{2}, 7, 8, 9 20, 10, 11, 12
P. M.

Leave Germantown at 6, 6 55, 7 1/4, 8, 8 20, 9, 10 10 50, 12 A. M.. 1, 2, 3, 8 50, 4 1/4, 5, 5 1/4, 6, 6 1/4, 7, 8, 9, 10 11 P. M.
The S-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 934 P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 920, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 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 CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 13%,

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8:05, 19:05, and 11½ P. M.
Leave Norristown at 5:40, 6:25, 7, 7½, 8:50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 5 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Manayunk at 6:10, 6:55, 7½, 8:10, 9:20, and 11½ A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7¼ P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 7½ A. M., 4½ P. M. Leave Plymouth, 6½ A. M., 4½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1809, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADELPHIA for POST DEPOSIT from Depot of Philadelphia, Wilmington, and Baitimore Rallroad Company, corner Broad and Washington avenne, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 225 P. M.

On Saturday the 225 P. M. train will leave at 430 P. M.

Passengers are allowed to take wearing apparei

Passengers are allowed to take wearing apparel only as haggage, and the company will not be responsible for an amount exceeding one hundred dollars unless special contract is made for the same.

HENRY WOOD, 11 1 President and General Superinte

RAILROAD LINES.

PHILADRIPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at 8-20 A. M. (Sundays excepted),

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

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

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Rogewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnelia.

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

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:16 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.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:38 P. M. trains for Baltimore Central Railroad. A. M. and 439 1. a. Railroad.
Railroad.
From Baltimore to Philadelphia—Leave Baltimore
From Baltimore to Philadelphia—Leave Baltimore
Way Mail; 935 A. M., Express; 235 P.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

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

H. F. KENNEY, Superintendent. NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

CANADA. WINTER ARRANGEMENT. Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nisgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and

11:30 P. M.

For Abington at 1:15, 5:20, and S. P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 A. M., 2·10, 4·40, and 8·25 P.M.
From Doylestown at 8·25 A. M., 4·20 and 7·05 P. M.
From Lansdale at 7·20 A. M., 4·20 and 7·05 P. M.
From Fort Washington at 9·25, 10·35 A. M., and

From Abington at 2:35, 6:45, and 9:20 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 700 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.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS,
PALLAND WINTER ARRANGEMENT,
COMMENCING TUESDAY, SEPTEMBER 21, 1869,
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations. 3-15 P. M., Mafi, for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations. 5:30 P. M., Woodbury and Glassboro accommoda-

tion.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY,

(SATURDAYS ONLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent,

September 16, 1869.

September 16, 1869

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 186 1869

9 SEASONED CLEAR BINE 18 SEASONED CLEAR PINE CHOICE PATTERN PINE SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 186 1869

FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, 1869 ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1869 WALNUT BOARDS AND PLANK. 1869 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK.

UNDERTAKERS' LUMBER. 1869
RED CEDAR.
WALNUT AND PINE. 1869

SEASONED POPLAR. SEASONED CHERRY. 18691869 WHITE OAK PLANK AND BOARDS.

CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW. 1869 1869 CAROLINA SCANTLING, CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869 1869 CEDAR SHINGLES. 1869 1869MAULE, BROTHER & CO., No. 2500 SOUTH Street.

INITED STATES BUILDERS' MILL. FIFTEENTH STREET, BELOW MARKET,

ESLER & BROTHER, Proprietors. WOOD MOULDINGS.

BRACKETS, ETC.

BALUSTERS AND TURNING WORK. A Large Stock always on hand.

PANEL PLANK, ALL THICKNESSES.—
1 COMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.
1 and 2 SIDE FRNCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS. 1½ and 4½.
SPRUCE JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash.
II 24 6m FIFTEENTH and STILES Streets.

UMBER UNDER ALWAYS DRY.

Walnut, White Pine, Yellow Pine, Spruce Hem lock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM, No. 924 RICHMOND Street, 18th ward.

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

ESPECIAL SALE,
No. 410 Library street.
75 VERY SUPERIOR NEW AND SECONDHAND
ALBANY AND PORTLAND SLEIGHS.
On Friday morning.
Dec. 10, at 10 o'clock, at the Sale and Exchange Rooms
of William Jack & Son, No. 410 Library street, between
Fourth and Fifth and Cheenut and Walnut streets, 75
very superior new and secondband Albary and Portland
Pony and Family Sleighs, Cutters, etc., with one and two
seats. They are well made, and handsomely finished with
plush linings, etc. seats. They are well made, and handsome plush linings, etc.
May now be examined with catalogues. 12 8 2t

SUPERIOR DUTCH FLOWER ROOTS.

On Saturday Morning,

Dec 11, at 11 o'clock, at the auction rooms, two cases comprising an assortment of very choice and superior Javan Lilies, Hyacinths, Tufips, Croms, Snow Drops, etc., from J. A. E. Barnaart, Haarlem, Holland.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 292 and 294 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SALE OF CARPETINGS, OII, CLOTHS, ETC.
On Friday Morning,
December 10, at 11 o'clock, on four months' credit, about 20 pieces ingrain, Venethin, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc.

LARGE SPECIAL SALE OF EMBROIDERIES, L. C.
HANDRERCHIEFS, ETC.
On Friday Morning,
Dec. 10, at 10 o'clock, on four months' credit.
A full line of 48, 5-5, and 34 all linen H. S. handkerchiefs,

A full line of 48, 5-8, and 3-4 all-linen H. S. handkerchiefs.

A full line 5-8 all-linen H. S. mourning bdkfs.

A full line 3-4 all-linen hemmed mourning bdkfs.

A full line 3-4 all-linen hemmed and printed bdkfs.

A full line 3-8 all-linen hemmed children's bdkfs.

A full line button edge lawn bdkfs.

A full line bemovidered corner lawn bdkfs.

A full line hemmed and embroidered lawn bdkfs.

A full line hemmed and embroidered lawn bdkfs.

A full line hemstitched and embroidered lawn bdkfs.

A full line hemstitched and embroidered linen and lawn
handkerchiefs.

A full line hemstitched and embroidered lawn hdkfs.

A full line hemstitched and embroidered lines and lawn handkerchiefs.

A full line hemstitched and embroidered grass lines handkerchiefs.

A full line embroidered hdkfs., comprising novelties in initials, names, mottees, etc., white and colored.

Full lines of 48, 58, and 34 printed lawn hdkfs.

A full-line of 34 printed cerah hdkfs.

A magnificent line of embroidered lines collars and cuffs, in all the latest novelties.

The above sale will comprise one of the largest and best selected assortments of this class of goods offered this season.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Menday Morning,
Dec. 13, at 10 o'clock, on four months' credit.
ALSO, BY ORDER OF ASSIGNRES,
Sale of an entire stock of a Jobber, including the lease, good-will, and fixtures of store No. 1896 Market street.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS. On Tuesday Morning,
Dec. 14, at 10 o'clock, on four months' credit. 1285t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sansom street,

Sale at No. 1110 Chesnut street.

Superior New And Second-Hand House-Hold Furniture, Reserved Piano-fortes, French Plate Mantel and Pier Glasses, Brussels, Ingrain, and Venetian Carpets, Spring and Hair Mattresses, Cottage Suits, Paintings and Engravings, China Toilet Sets, Glassware, Stoves, Kitchen Furniture, etc.

On Friday Morning,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, by catalogue, a large assertment of new and second-hand household furniture for parlor, chamber, library, dining room, and kitchen.

CARPETS—Also, velvet, Brussels, ingrain, and Venetian carpets.

tian carpets.

FINE FURNITURE—Also, several suits of parlor and chamber furniture, made by our best cabinet-makers for their retail sales.

Catalogues ready and furniture arranged for examination on Thursday afternoon.

12 8 24 L PPINCOTT, SON & CO., AUCTIONEERS,

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 528 CHESNUT Street, rear entrance from Miner.

AMFRICAN ABTISTS' LARGE PEREMPTORY
SALE OF VALUABLE MODERN OIL PAINTINGS.
On Thursday, Friday, and Saturday,
Dec 17, 18, and 19,
At the auction rooms, No. 529 Chesnut street, a large and
valuable collection of Modern Oil Paintings. Among the
artists represented are Paul Ritter, George Y. Hartwick,
Hart, Coates, Stonefield, Lotichious, Van Ney, and others
equally celebrated. equally celebrated.

The Pictures are all mounted in elegant gold-gilt frames.
The collection will be on exhibition on TUESDAY, the
18th inst., and on the days of sale.

12 8 let

SALE OF STOCKS AND REAL ESTATE, At the Philadelphia Exchange, Third and Walnut streets, on Monday, December 20, at 12 o'clock M. Executor's Peremptory Sale—Exstate of Ann Murphy, deceased—STORE and DWELLING, S. E. corner of Ridge road and Green street.

DWELLING, No. 519 Chippewa street, south of Lombard, west of Twenty-sixth street.

[12.75t]

T. A. McCLELLAND, AUCTIONEER, No. 1219 CHRSNUT Street.
Household Furniture and Merchandise of every description received for consignment.
Personal attention given to sales at dwellings. [11 24 ] BY BARRITT & CO., AUCTIONEERS.
OASH AUCTION HOUSE, [1] 34 6
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. C. D. McCLEES & CO., AUCTIONEERS

FURNITURE.

## FINE FURNITURE.

DANIEL M. KARCHER,

Nos. 236 and 238 South SECOND St.

A LARGE AND SPLENDID STOCK ON HAND, FOR WHICH EXAMINATION IS RESPECTFULLY SOLICITED. II 4 thstu3mrp FURNITURE.

J. LUTZ, No. 121 SOUTH ELEVENTH STREET.

I am selling off my entire stock of

FIRST-CLASS FURNITURE AT LOW RATES,

On account of retiring from business. 10 22 ftath2m Please call and examine. RICHMOND & CO.,

FURNITURE WAREROOMS.

FIRST-CLASS

No. 45 SOUTH SECOND STREET. EAST SIDE, ABOVE OHESNUT.

FURNITURE.

PHILADELPHIA.

T. & J. A. HENKELS. AT THEIR

NEW STORE, 1002 ARCH STREET. Are now selling their ELEGANT FURNITURE at very reduced prices.

OURTAINS AND SHADES.

CURTAIN MATERIALS. LACE CURTAINS, \$13.00 to \$60.00 a pair. NOTTINGHAM LACE CURTAINS, \$2 to \$14 a pair. WINDOW SHADES, all kinds. SILE BROCATELLES, SMYRNA CLOTHS, PLUSHES, REPS, TERRIES AND DAMASKS, all

TASSEL, GIMPS, PRINGES, ETC. RAILROAD SUPPLIES.

W. H. CARRYL & SONS. No. 723 CHESNUT STREET.

IN R. H. GODSHALK & CO.'S CARPET STORE (TWO DOORS ABOVE OUR OLD STAND).