"THE GALANY." The February number of the Galaxy has the following list of articles:-

"Put Yourself in His Place," by Charles Reade; chapters XXX, XXXI, and XXXII. (With an Illustration.) "Erinna's Spinning," by Margaret J. Preston. "Expressions," T. M. Coan. "Brigham Young," by Justin McCarthy, "Polly Mariner, Tailoress," by Rose Terry. "Ten Years in Rome," Random Notes of Roman Society. "The Bedouin's Rebuke," by Henry Abbey. "The Oversoul of Manse Roseburgh." "Ventilation and Warming," by John C. Draper, "A Hundred years Ago," by S. M. B. Piatt, "Letters from Havana," Laure d'Hauterive to Angela Gaynor; I, by E. de M. "An Editor's Tales, "The Galaxy Miscellany." "Drift-Wood," by Philip Quilibet. "Literature and Art." "Nebulm," by the Editor.

We quote from the Galaxy Miscellany the following, by George Wakeman:-It is amusing and somewhat instructive to

observe the idiomatic words and phrases which are common in different sections of country and among particular classes. Words that have never been seen in any dictionary are heard in common and serious use, and others that are familiar are found to have acquired new and surprising significations.

It is said that a statement like the fol-

lowing would be quite intelligible in the West: - "Look here, Judge! See what your boy's been at. He picked up a gravel rock (stone), chucked it over neigh bor Barnes' haydoodle (haycock), and killed our hobiddy (fooster)." "At" seems to be a favorite Western preposition, as in the sentences, "Where did you get cold at?" "Where do you live at?" In Arkansas a stone would be called a "donock." In the South or Southwest, to carry is to "tote:" a loaf of bread is a "pone;" a small stream is a "run;" a canoe fashioned from a large log is, very expressively, a "dug-out." Everything is "right smart," as when a considerable distance is said to be a "right smart ways." We and you are "we uns" and "you uns;" and in the use of the verb to do such expressions occur as "I gone done it," "He gone done it," "You uns gwine gone done it," "They uns gwine

gone done it." The idiomatic words together with the peculiar pronunciation of the Yankee have given him in the pages of Sam Slick, and in the more refined works of Lowell, a dialect of his own. In New England, a thing that is full is "chuck full;" a shing that is new is "bran (or brand) new;" and a clean thing is "spick span clean." The word "kindy" (or kind o') has come into almost universal use in the sense of rather; as when a thing is kindy nice, kindy good. A nice girl is "kindy scrumptious." Pretty is very generally used in the same sense, as pretty good, pretty nice. "Guess," which is so common in New England, though it is an English word transplanted, is not synonymous with think or believe. It expresses a meaning purely its own, and,

though considered ungenteel by some fastidious persons, seems to me to be very useful in prefixing a thought which we are willing to admit is only thrown out for what it is worth, and may be modified at any time. But the use of "calculate" in the same sense is execrable. The New Englanders have some curious

complaints, among which are "conniption fits," "maggrums" (megrims), "rheumatics," and "hypo," A Boston poet has written a "Sudbury Ballad" about a little girl with mourning ribbons in her hair, who, instead of indulging in a refrain similar to that of Wordsworth's little heroine, "We are seven," reiterated continually that her aunt died of the "shocanum palsy. "What sort of palsy, love ?" said I-

"That name I never heard before."
This was my little maid's reply:—
"I've told you twice and won't no more." "I prithee, sweetest, once again! What was it killed your sufering aunt?"
She answered:—"I will tell you, then,
But if you ask again, I shan't.
She died o' the shocanum palsy."

An amateur etymologist might suggest that the child meant a shock of numb palsy, but very likely he would be wrong.

is curious to notice by what different words the same ideas are expressed and the same things named by different people. some districts of England, too much highsounding talk is called "clishmaclaver," and scolding is "clapperclaw." In America it is called "bifalutin," and sometimes "kerflummux." In New York a great talker is said to "blow" or "gas;" in the West he is said to "gostrate;" and in New England a farmer's wife sometimes advises a garrulous neighbor not to "blob around" so much. The latter seems to be a corruption of blab, as "splosh and "slosh" are used in New England for splash and slush. Indian meal boiled is called in New England "hasty pudding;" in other parts of the country "mush." The Indian name was "suppawn," which is now often used. In England, a minute pudding is a "hasty pudding." In New England, cornbread is "johnny-cake;" in the South it is corn-dodger or hoe-cake, as it is sometimes baked by the negroes on a hoe.

the titles that have been given in various ages, countries, and sections to money. Rhino, the tin, the needful, the ready, the ducats, the dust, the spondulix, are all old. In the West, the popular synonyme for funds is now said to be "koshpoppy," the deriva-tion of which it would be difficult to guess. In England, overshoes are called "galoshes: in New York they are "rubbers," and in Pennsylvania they are called "gums." A Philadelphia gentleman and his wife visited a friend in New York, and one evening when they had been out, the gentleman entered the parlor alone. "Where is Emily?" said the host. "Oh, she is outside cleaning her gums upon the mat," said the Philadelphian, A momentary astonishment crossed the features of the New Yorker, which soon gave way to

A long article might be written merely on

laughter. In some parts of Vermont, "popular" is used in the offensive sense of aristocratic; and "powerful" is common in the sense of great or very, as when a man who has a great many apples is said to have "a powerful sight of apples," or as when tea is said to be "powerful weak." One particular thing is said to be a "heap sight" better than another. The word fellow has in good usage the meaning of a low sort of person, as well as the better signification of brother or companion, as in "Fellow of the Royal but in Connecticut, and perhaps elsewhere, young ladies give still another meaning. A girl was escorted home from prayer-meeting by a young man to whom she was not especially partial. On leaving her he remarked, "I will come to see you again next Sunday night." The lady replied very frankly, "Well, Bill, you can

come as a friend, but not as a feller. A headquarters of police, or, as the populace sometimes term it, a lock-up, is called in New York a station-house, though in many other places the word is more correctly used to indicate a stopping-house on railroads. "Depot has, however, become almost autrose"

THE FEBRUARY MAGAZINES. | in this sense, though incorrectly, for a depot is really merely a house employed for the purpose of storage. Near cities where vege-tables are called "truck," a garden is some-times named a "truck patch." A small tin pail is often called by city people a kettle, while others speak of it as a bucket, and distinguish as a "well-bucket" a vessel of which Woodworth sang,

The old oaken bucket, the iron-bound bucket, The moss-covered bucket which hung in the well. Such phrases as "He thinks he is a considerable some," "You can't sometimes always tell," "I don't guess I shall go," and "Things ain't as they used to was, are common as funny distortions of sentences. But the following among many others are in serious use in different sections of the United States: "School has fetched to," for "School has begun; "I didn't go to go," for 'I didn't in-tend to go;" "He talks like he was luny," for "He talks like a lunatic;" "Brown ain't not overly rich;" for "Brown is not very rich;" "He has got a pretty good sum past," for "laid up;" "They lifted a collection," for "They took up a collection;" "Since I can mind," for "Since I can remember;" and 'Everything is out of kelter," for "out of order." For the last phrase, however we have the authority of the great Dr. Barrow, who says, "If the organs of prayer be out of keller or out of tune, how can we pray?" We also read in his works the following: "All that is apparent in this world doth flit and

soon gives us the go-by."

Celia Logan, in a pleasant article published several years ago in The Galaxy, mentioned some differences in the signification of words as used in England and in the United States. Thus, if an American asks for pantaloons, drawers are brought to him; if he asks for breeches, he is shown knee-breeches such as are worn by footmen; and it is only when he calls for trousers that he gets the article desired. Suspenders are called "braces," vests "waistcoats," and undershirts "vests." Socks ere called half-hose, and a shirt-maker is a shirt-tailor. A shoe coming above the ankle is a boot; one reaching to the calf is a "hessian;" and gaiters are not a lady's boot, but those old-fashioned leggings which were drawn over the leg when gentlemen wore knee-breeches and silk stockings. A person speaking of a bureau is supposed to mean. an office for the transaction of business, and the word is not a synonyme for "chest of drawers," which is the common name there, and also among New England housewives. A tumbler is not a glass, but a street gymnast. pitcher is called a "jug," and a stove a grate." Corned beef is salt beef; ice cream is cream ice; and the vender of fruits and vegetables is a fruiterer and a green grocer. The owner of a house never rents it: the person who hires it rents it, and the owner lets it. There is also a similar plain and evident distinction between sick and ill; and our English cousins have such a horror of the word bug, that even in using the Americanism humbug they drop the "bug," and say,

You can't hum me. It may be added that in England a person who is said to be "starved" is not necessarily very hungry, but may be merely chilled and frozen.

Peculiar idioms arise from differences of class and condition. It has been mentioned that in the east of London "rooms" are always advertised; towards Holborn, "lodgings;" but west of Regent street, nothing less than "apartments" would seem to let. Persons in different trades and professions use common words with peculiar meanings. A man experienced in wines may speak of a sweet wine, but never of a sour wine, unless it is spoiled, the opposite quality to sweet being dry. Railway men and persons who have had experiences of colliding railway trains, describe the course of car when lifted up at one end and thrown to the top of the next in a collision, as telescoping. The word may be found nowadays in any elaborate description in the newspapers of a collision, and seems to have its origin merely in the fact that the general direction which the car takes resembles the slanting position of a telescope when turned to some heavenly body midway between the zenith and the horizon. On the city horse-railways, a "loafer" is a driver who is behind time or "loafs," and a conductor who "knocks down" is one who appropriates a portion of the money taken as fares to his own use. Any one who has frequently perused the advertisements of menageries and museums must have noticed that a curiosity is not considered of the first importance unless it is a "living" one. In a programme recently printed the word was repeated ten times, beginning with a collection of living fish-which is undoubtedly much to be preferred as a spectacle to a collection of dead fish—and closing with a living gorilla, and a statement that "correct photographic likenesses of the giants, dwarfs, Circassians, and other living curiosities, may be purchased from the curiosities themselves." After this it is not surprising perhaps that an enthusi-astic exhibitor of a unique set of dishes at a country fair was heard intoning all day long as follows:- "This way, ladies and gentlemen, this way! Come and witness the greatest living curiosity in the shape of earthenware ever imported into the American continent.

Various words, from constant use, get an idiomatic meaning. With some everything is "awful," whether it be awful nice, awful bad, awful mean, or awful grand. The English use the word "nasty" as frequently and in as many different senses entirely apart from its true one. Persons sometimes get a habit of repeating such phrases as "you know," "you see," "says I," "I say," etc., much oftener than they suppose. The folmuch oftener than they suppose. The fol-lowing Quaker toast illustrates the idiom of that sect:- "This is me and mine to thee and thine. I wish when thou and thine come to see me and mine, that me and mine will treat thee and thine as kindly as thee and thine have treated me and mine." Another version of this toast illustrates a habit which some have of using the word "folks" very frequently:-"I wish you and your folks loved me and my folks as well as me and my folks love you and your folks. For sure, there never was folks, since folks was folks, that ever loved folks half so well as me and my folks love you and your folks."

Others have a very easy way of getting over words they do not remember or which they are unable to pronounce. Thus a fashionable mother on board a steamboat was asked by her child how the boat was made to go, and gave the following minute explanation:-"You see, my dear, this thingumbob goes down through that hole and is fastened to the jigamaree, and that connects with the crinkumcrankum, and then that man-the engineer-kind o' stirs the what-do-you-call-it with a poker, and they all shove along, and then the boat goes—see?" "Punch" imagines a judge delivering an opinion after this manner:—"It has been well observed by Mr. Justice Whatyoumaycallem that it was not upon any such refined thingummy as that of whatshisname that the thingummies have become in our whatsitsname the last whatyoumaycallem of resort. In the case of the Queen ys. Whatshername, given at length in

Whathisname's reports, it was distinctly laid down that a thingummyjig unable to come to a unanimous whatyoumaycallem might be lawfully discharged. But this court, accepting the sound logical reasoning of Chief Justice Thingumbob, must hold that the whatyoumsycallem of a thingummyjig is no bar to a whatsitsname. The thingummy of the court below is consequently re-whatyoumaycallem'd.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869, The trains of the Pennsylvania Central Railrea The trains of the Pennsylvania Central Raircad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached direct by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Wainut streets fore its departure. The Cheshat Special Cheshat cars run within one square of the Depet cars run within one square of the Depet.

Sleeping-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 attention.

ı	receive attention.
1	TRAINS LEAVE EPOT, VIZ. :
1	Mail Train
1	Paoli Accommodat'n 10.30 A. M., 1.10 and 6.50 P. M.
1	Fast Line and Eric Express 11 50 A. M.
ı	Harrisburg Accommodation 2'20 P. M.
H	Lancaster Accommedation 4:10 P. M.
9	Parkesburg Train 5:30 P. M.
1	
V	Cincinnati Express. 8 90 P. M. Eric Mail and Pittsburg Express. 9.45 P. M.
	Accommodation 12:11 A. M.
	Pacific Express 12:00 night.
	Erie Mail leaves dally, except Sunday, running on
	Saturday night to Williamsport only, On Sunday
	night passengers will leave Philadelphia at So'clock
	Pacific Express leaves daily. Cincinnati Express
	daily, except Saturday. All other trains daily, ex-
	cept Sunday.
	The Western Accommodation Train runs daily.

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 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnet Express.

Philadelphia Express.

630 A. M.
Philadelphia Express.

630 A. M.

630 A. M.

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

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted

Way Mail Train at \$20 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations.

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

Express Train at 4 00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, 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, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolis.

and Magnolia.

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., 2:20, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Marrington and intermediate on 6:30 and 8:16 A. M., 1:30, 4:15, and 700 P. M. The S 10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accomodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 M., will connect at Lamokin Junction with the 7:00 M. and 4:38 P. M. trains for Baltimore Central

A. M. and 438 P. M. trains for Battinore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:— Railroads:— Leave PHILADELPHIA for PORT DEPOSIT from

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, cerner Broad and Washington avenue, 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 apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

111 President and General Superintendent. GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, AT-LANTA, AUGUSTA, MONTGOMICRY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, OHARLESTON, SAVANNAH, and all principal point SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information turnished at

721 OHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphi SHIPPER'S QUIDE.

1870.

IMPORTANT TO SHIPPERS. ALL RAIL PREIGHT LINE BETWEEN

Philadephia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and Southwest will be transported, ALL RAIL.

No change of cars between Philadelphia and Columbus,
Cincinnati, Indianapolis, Chicago, or St. Louis.

Special attention will be given to the prompt and rapid transportation of first and second class goods. Rates furnished and Through Bills Lading given at the

No. 44 South FIFTH Street.

Freight received daily until 6 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Cor. Washington Av. and Swanson St.

Gen. Th. Frt. Agt. P. W. & B. R. R. Co. JAMES C. WILSON,
Agent Baltimore and Ohio R. R. Co.
N. B.—On and after MONDAY, January 10, the rates to

all points via Baltimore and Obio route will be the sawe via Canal to Baltimore as by the Rail line. 18 laurp STEVENSON, BRO., & CO.

OILS.

No. 132 S, SHOOND Street.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE vania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the WINTER ARRANGEMENT

Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, December 20, 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 Beading 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, Pineimove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Palis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 7-30 A. M. train connects at READING with Kast 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 HARRISBUEG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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 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 A. M., stopping at all was attained to the station of the station of

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.

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-18 P. M. P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 925 P. M.

Market train, with a passenger car attachen, leaves Philadelphia at 12:30, noon, for Pottaville and all way stations; leaves Pattaville at 5:40 A. M., connecting at Reading with a commodation train for Philadelphia and all way stations. phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 8-15 P. M. Leave Philadelphia for ading at 8 A. M.; returning from Reading at 4 25

CHESTER VALLEY RAILROAD.

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.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M., and 12:45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points

COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and Intermediate points take the 7:30 A. M. and 4:00 P. M. trains 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 5:00 P. M., passing Reading at 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. more, etc.

Returning Express train leaves Harrisburg on ar

rival of Pennsylvania Express from Pittsburg at 5-25 A. M., and 12-29 noon, passing Reading at 7-20 A. M., and 2-00 P. M., arriving at New York 12-05 noon, and 6-25 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburger without change. burg without change.

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

stio A. M. and 2405 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6-30 and 11-30 A. M., and 6-50 P. M., returning from Tamaqua at 8-35 A. M., and 1-40 and 4-50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Authorn at 8-35 A. M. and 23-50 P. M.

Trains leave Auburn at 855 A. M. and 325 P. M. for Pinegrove and Harrisburg, and at 12:19 noon for Pinegrove, Tremont, and Brookside, returning from Barrisburg at 730 A. M. and 3:40 P. M., from Brookside at 4:40 P. M., and from Tremont at 7:18 A. M. and 5:40 M.

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 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 reduced rates.

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

The following tickets are obtainable only at the office of S. 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

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

duced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Phasdelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteanth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded

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

MALLS 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, Pottsville, Port Clinton, and points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot.
Orders can be left at No. 225 South FOURTH Street,

or at the Depot, THIKTEENTH and CALLOWHILL CHESTER AND PHILADELPHIA

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY-PIRST and CHESNUT Streets, 745 A. M., 11:00 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:50 P. M.

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 teaving 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. Passengers to or from stations between West Chester and B. C. Junction going Kast will take train leaving West Chester at 7:45 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 4:40 P. M., and will change cars at 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 2 00 P. M.

Leave West Chester for Philadelphia at 7:55 A. M.
and 4:00 P. M. WILLIAM C. WHEELER,

arrives at Lock Havea. 720 P. M.

KASTWARD.

MAIL TRAIN leaves Erie. 8.40A. M.

Williamsport. 9-25 P. M.

arrives at Philadelphia. 6-20 A. M.

ERIE EXPRESS leaves Erie. 400 P. M.

Williamsport. 3-30 A. M.

arrives at Philadelphia. 12-45 P. M.

ELMIRA MAIL leaves Lock Haven. 8-00 A. M.

Williamsport. 9-45 A. M.

"Williamsport. 9-45 A. M.

"Arrives at Philadelphia. 6-50 P. M.

BUFFALO EXP. leaves Williamsport. 12-25 A. M.

"Harrisburg. 6-20 A. M.

"Arrives at Philadelphia. 9-25 A. M.

Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Greek and Allegheny River Railroad.

ALFRED L TYLER, General Superintendent.

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia to

ACO J. and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

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

At 8 A. M., via Camden and Amboy Express.... 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 4:30 P. M., for Trenton.

At 6-30, S, and 10 A. M., 12 M., 2, 3-30, 4-30, S, 7, and 11-30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:35, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 2 A. M. and 2 P. M. for Riverton, The 11:30 P. M. line leaves Market Street Ferry,

The 11:30 P. M. line leaves Market Street Ferry, (upper side).

PROM EENSINGTON DEPOT.

At 7:30 A. M., 9:20, 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 Schenek's and Eddington.

At 7:23 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 integranding stations.

P. M. for Holmesburg and intermediate stations.

P. M. for Holmesburg and intermediate stations.

PROM WEST PHILADELPHIA DEPOT.

Connecting Railway. Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:39, 4, 6:45, and 12 P. M.

New York Express Lines, via Jersey City. Fare, 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.,

At 7, 9'80, and 11 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. Lipes will run dally. All others, Sundays excepted, BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Niagara Falls, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. tain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 330 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

March Chunk, Allentown, Delladelphia Depot and 5 At 11 A. M. from West Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and

ermediate stations,
MDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RALL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mouat Holly.
At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for 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.

WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE,

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9.95, 19, 11, 12 A. M.,
2, 3M, 3M, 4 05, 4 35, 5, 5M, 6, 6M, 7, 8, 9 20, 10, 11, 12
M.
Leave Germantown at 6, 6 55, 7M, 8, 8 20, 9, 10, 450, 12 A. M., 1, 2, 3, 3 50, 4M, 5, 5M, 6, 6M, 7, 8, 9, 10, 11. M. P. M. The 8-20 down train and 3% and 5% up trains will

not step 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 9% P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 920, and 11 F. M. 7, 9-20, and 11 F. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 33c, 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 Norristown at 5, 7%, 9, and 11:05 A. M., 1%, 2, 4, 4%, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% 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

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 Norristown at 7 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 Manayunk at 7½ A. M., 1½, 6, and 9½ P. M. PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ 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.

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.

WINTER ARRANGEMENT.
Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BEEKS and AMERICAN Streets, (Sundays excepted), as follows:

At 8:00 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahsnoy 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, Alleniown, 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. Hazleton.

At 5:00 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 8, 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 15, 4 40, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. Fort Washington at 9-25, 10-35 A. M., and

From Abington at 225, 645, and 9-29 P. M.
ON SUNDAYS,
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-90 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at ann's North Pennsylvania Baggage Express Mann's North Office, No. 105 S. FIFTH Street, 11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.
2-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-20 P. M., Passenger, for Bridgeton, Salem, Swedes-

boro, and all intermediate stations. 8-30 P. M., Woodbury and Glassboro accommodation.
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 Avenue.
Commutation tickets at reduced rates between

Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY. Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent,
September 16, 1869.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. BE BOETH WHARVES NO. S' NORTH WATER STREET, SESSENGER OF PHILADELPHIA.

ALEXANDER G. OATERLA.

REJAN GATERLA.

AUDTION BALES

M. THOMAS & SONS, NOS. 139 AND 161

NEAT HOUSEHOLD FURNITURE, MEYER PIANO,
CARPETS, FTU.
Jan. 24, at 10 o'clock, at No. 1775 Adder street, (between
Tenth and Rieventh streets, and below Montgomery
avenue), the neat household furniture, comprising walnut
parlo jumiture, cottage chamber luminare, china and
glassware, fine toned seven octave piano ferte, made by
alegier, in resewood; case, fine ingrain carpets, cooking
utensi s, etc.

FALE OF REAL ESTATE AND STOCKS, theory 25, at 12 o'clock noon, at the Exchange, will TENTH and FEDERAL, N. W. cotner-Stores and

WILDER, No. 527-Brick Dwelling. TENTH and WHARTON, S. W. corner-Store and welling. TRATH, below Wharton—Desirable Dwelling. WHARTON, west of Tenth—Two genteel Dwell-NKW CASTLE CO., Del., Christiana-Elogant Coun-

y Seat and Farm, 125 acres, KAIGHA'S POINT, N. J., No. 106 Mechanic street-oundry, Steam Engine, Machinery, Tools, and Fix-NINETEENTH (South), No. 216—Genteal Dwelling.
ARCH, No. 2115—Modern Residence,
SIXTH, south of Watkirs—Genteel Dwelling.
BARING, No. 3166—Genteel Dwelling.
ELLSWORTH, west of Twenty-first—Eight Brick

wellings. ELEVENTH (North). No. 507—Store and Dwelling. ELEVENTH and OLIVE, S. K. corner—Two Building ots. FRONT, north of Dismond—8 Building Lots. THIRTY-SEVENTH (North), No. 5, 7, and II—Gentesi THIRTY-SEVENTH (North), No. 5, 7, and 11—Gentest Dweilings.

CAMDEN, N. J.—Lots, Broadway, Clinton, Sixth, Roydon, Pine, Franklin, and Seventh streets. See plans.
GROUND RENT, #40 a year.
400 shares Philada, and Carunano Sulphur Mining.
10 shares Seventh National Bask,
44 shares Chesnut and Walnut Streets P. R. W. Co.
120 shares Northern Liberties Cas Co.
1000 shares Ginton Coal and Iron Co.
100 shares Kew Creek Iron and Coal Co.
100 shares Keystone Zine Co.
25 shares Maple Dale Coal Co.
25 shares Maple Dale Coal Co.
25 shares Third National Bank,
110 shares Central Transportation Co.
153 shares Academy of Music, with ticket.
12 shares Reliance Insurance Co.
100 shares Seeliance Insurance Co.
100 shares Pacific and Atlantic Telegraph.
18 shares Camden and Gloucester Turnpike.
121 3t Catalogues now ready.

T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.
Public sates of Furniture at the Auction Rooms, No. 1219 OHESNUT Street, every Menday and Thursday.
For particulars see Public Ladger.
Il 12
N. B.— A superior class of Furniture at private sale.

MARTIN BROTHERS, AUCTIONEERS. No. 528 CHESNUT Street, rear entrance from Miner. SALE OF VALUABLE MISCELLANEOUS BOOKS.

On Monday Afternoon,
At 4 o'clock, at the auction rooms, No. 529 Chesnus
street, by catalogue, a valuable collection of miscellane-TO STUDENTS AND OTHERS.

Also, a number of wax anotomical models Sale at No. 51 N. Ninth street.
STOCK OF A RETAIL STATIONER, MORODOO GOODS, PLATE GLASS SHOW.CASY, SHELVING, COUNTERS, LEASE OF STORE, ETC., On Tuesday Morning,
Jan. 25, at 10 o'clock, at No. 51 N. Ninth st. 1 23 2t

SCOTTS ART GALLERY AND AUCTION COMMISSION SALKSROOMS.
No. 1117 CHEBNUT Street, (Girard Row).

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street, C. D. MCCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11945]
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

REAL ESTATE AT AUCTION. REAL ESTATE—THOMAS & SONS' SALE.—
On Tuesday, Jan. 25, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following-described property, viz.;—
No. 1. Three-story brick store and dwellings, No. 907
North Eleventh street. All that three-story brick store and dwellings and lot of ground situate on the east side of Eleventh street, 58 feet north of Poplar street, No. 907, containing in front on Eleventh street 16 feet, and extending in depth 73 feet; also, 1 three-story and 1 four-story brick dwelling in the

three-story and 1 four-story brick dwelling in the rear on an alley, with the privilege thereof. Au old stand for a flour and feed store. Nos. 2 and 3. Building lots. No. 2. All that lot of ground situate at the south-cast corner of Eleventh and Olive streets, contain-ing in front on Eleventh street 80 feet, on Olive street 63 feet 3½ inches, on the east line 60 feet, more or less, and on the south line 40 feet, more or less. Bounded on the north by Olive street, on the west by Eleventh street, on the east by improved property (houses and lots) on Olive and Coates streets, and on the south partly by the lot next de-scribed, and partly by the rear of a Coates street lot. No 9 All that lot of ground situate at the south

No. 3. All that lot of ground situate on the east side of Eleventh street, 30 feet south of Olive street, 3 feet front on Eleventh street, by 36 feet 3 inches deep. Bounded by the last described lot and the Contes street lots. Nos. 4, 5, and 6. Lots, Front street, north of Dia-

mond street, 19th ward.

No. 4. All those 2 lots of ground, west side of Front street, 54 feet north of Diamond. street, each 13 feet front by 110 feet deep to Hope street.

No. 5. All those 5 lots of ground, west side of Front street, 126 feet north of Diamond street, each 18 feet front by 110 feet deep to Hope street.

No. 6. All that lot of ground, west side of Front street, 255 feet north of Diamond street, 19 feet front, 110 feet deep to Hope street.

For further particulars apply to Charles Meyers, Esq., No. 1422 South Fourth street.

M. THOMAS & SONS, Auctioneers, 1 15 22 Nos. 159 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SOUS SOCIOCK, noon, will be sold at public sale, at the Philadelphia Exchange, the following described properties, REAL ESTATE-THOMAS & SONS SALE .-

No. 1. Three-story brick Dwelling, No. 2106 Baring street, about three squares from the Wire Bridge. All that three-story brick messuage and lot of ground, situate at No. 2106 Baring street; lot 24 feet front, 126 feet deep to a pessage-way. The house has gas, bath, hot and cold water, etc. Terms—

\$2000 msy remain on mortgage.

No. 2. Eight new three-story brick Dwellings, Ellsworth street, west of Twenty-first street. All those eight new three-story brick dwellings and lot those eight new three-story brick dwellings and lot of ground, situate on the south side of Ellsworth street, west of Twenty-first street, Nos. 2102, 2104, 2106, and 2108; each 16 feet front, 65 feet deep to Annie street, and Nos. 2122, 2124, 2126, and 2128; each 16 feet front, and 65 feet deep to said street. Each house contains 6 rooms, with gas, water in yard, gord cellars, etc. Terms—\$1433 may remain for 9

) cars, from September 25, 1869. M. THOMAS & SONS, Auctioneers, 1 15 82t Nos. 139 and 144 S. FOURTH Street.

REAL ESTATE THOWAS & SONS'SALE. Three three-story Brick Dwellings, Nos. 5, 7 and 11 North Thirty-seventh street, north of Market street. On Tuesday, January 25, 1876, at 12 o'clock, street. On Tuesday, January 25, 1816, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, sil those three three-story brick measuages, with two-story back buildings, and lots of ground thereunto belonging, situate on the east side of Thirty-seventh street, north of Market street, Nos. 5, 7 and 11; each lot containing in front 20 feet, and extending in depth 40 feet. Have the gas introduced, bath, hot and cold water, cooking range, etc. They will be sold separately. \$1750 may remain on morrange on each. mortgage on each

M. THOMAS & SONS, Auctioneers, 1 15 821 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE.

Three story brick dwelling, No. 1969 Cannac street, above Berks street. On Tuesany, February 5, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that three-story brick messuage, with two-story back buildings and lot of ground, situate on the east side-of Cannac street, I wenty-eighth Ward, No. 1939; containing in front on Cannac street 17 feet, and extending in depth 13 feet, including on the north line the half of a two feet wide alley. Has gas, bath, heater, range, etc. Terms—\$3000 may remain if desired. Possession in March, 1870. REAL ESTATE_THOMAS & SONS SALE.

sion in March, 1870.
M. THOMAS & SONS Auctioneers,
1 15 881 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE.—
Three-story Brick Dwelling, No. 816. S. Nine-teenth street, below Christian street. On Tuesday, January 25, 1870, at 12 o'clock, noon, will be soid at public sale, at the Philadelphia Rxchange, all that three-story brick measuage and los of ground, situate on the west side of Nineteenth street, 49 feet north of Carpenter street, No. 916; the lot containing in front on Nineteenth street is feet, and extending in depth 66 feet to a 4 feet wide alley, with the privilege thereof. Sabject to a yearly ground rent of \$90. Teims—\$760 taay remain on mortgago. Immediate possession. Keys at the suction store.

M. Tilomas & Sons, Anationners, 115 2t Nos. 139 and 141 S. FOURTH Street,