-From J. B. Lippincott & Co. we "Marguerite, Baroness have received Leichenstein, and other Poems," by Mrs. Eliza H. Barker, the author of "Zelica, "Childe Claude," etc. The longest poem in this book is a German legend, told in graceful and fluent verse that will give a new interest to an old subject. We had thought that poets and novel writers were done with the unhappy young man who sells the reversion of his soul to the Devil for certain temporary considerations, but he keeps turning up at intervals with a regularity that shows how strong a hold his story has upon the imagination of those who make his acquaintance. The author of the poem before us states that she has endeavored to divest the legend of some hitherto degrading associations and to infuse into it a pure morality and steadfast faith. With the moral purport of the story we have very little to do, for if it is a genuine work of art it will point its own moral, but we are pleased to be able to commend "Marguerite" as a poem much above the average. There are faults of versification and some inelegancies of language, but these are as motes in the sunbeam in comparison with the real merits of the work. There are about a dozen shorter pieces appended to the principal poem, which indicate ability, although none of them are equal to "Marguerite.

-From T. B. Peterson & Brothers we have received "Why Did He Marry Her?" a new and interesting novel by Miss Eliza A. Dupuy, and "The Last Athenian," translated from the Swedish of Victor Rydberg by W. W. Thomas, Jr. The last named work is a romance of more than usual merit, the popularity of which is shown by the fact of its having reached a second edition.

-From D. Ashmead we have received Appleton's Journal for February 5, and also the tenth monthly part, containing the January

-The Little Corporal for February is full of interesting reading matter for young people. Published by Alfred L. Shewell & Co., Chicago, Ill.

-Our Schoolday Visitor for February, published by Daughaday & Becher, No. 424 Walnut street, presents an interesting series of stories, sketches, and poems suited to the tastes of boys and girls.

-From the Central News Company, No. 505 Chesnut street, we have received the Christmas number of The St. James Magazine and the latest numbers of Punch and Fun.

The Best Family in England.

We are often asked which is the best family in England? It is not an easy question to answer. What tests can we apply to determine it? Let us try these three—length of descent, ancient renown, and historical importance. Length of descent throws out of the competition many distinguished names, such as those of Howard. Russell, and Cecil. Ancient renown throws out such families as Seymour, Talbot, and even Stanley, none of which were above the middle ranks five hunars ago. But all the cond to be fulfilled by four families—those of Hastings, Fielding, Courtney, and Nevil. The first has been more or less noble ever since the Conquest. The second is said. but on doubtful grounds, to have been of the imperial Hapsburg race, and to have settled in England in the reign of Henry the Third. in England in the reign of Henry the Third. The Courtneys claim to be descended from Pharamond, the founder of the French monarchy, whose date is placed by historians at the middle of the fifth century; and from Otho, some of whose family were Emperors of Constantinople, and previously Counts of Edessa and Kings of Jerusalem; they are also of very ancient nobility in England, and of considerable historical and political importance in our own day. Nevertheless, we think, all things considered, the best family in England is that of the Nevils. land is that of the Nevils. The ancestors of the Nevils were Earls of

in Saxon times, nearly a thousand years ago. From the Earl of Cospatric, a contemporary of the Conqueror, derived the Nevils of Raby. They received the name and estates of Nevil with the heiress of a Norman family; they could boast of sufficient importance during the wars of the Roses to furnish one Arch bishop of York, one duke (the Duke of Bedford, nephew of the King-maker), one Marquis (the Marquis of Montacute, brother of the King-maker), Earls of Westmoreland, Salisbury, and Warwick, the Lords Fauconbrig, Latimer, and Abergavenny, from which latter the only remaining branch is descended. No other Engtish family fulfils the conditions laid down above so satisfactorily as this one. The Courtneys run them very close, but the chief fame of the Courtneys is of foreign growth, whilst the Nevils are Anglo-Saxon, and have been here ever since they became a family. Their pedigree is as well authenticated as any pedigree of such length can be, and in ancient honor and historical importance they yield to none. They were in the highest rank of nobles before the Conquest, and have continued noble ever since; and it may be said of one of them what can be said, perhaps, of no other English subject, that he could by his single voice control the succession of the crown.

Northumberland when we first hear of them

If it be asked which are the best families in Scotland and Ireland, we answer, those of Hamilton and Fitzgerald. Instead of Hamilton, we should perhaps say Douglas, as the Dukedom of Hamilton may be said to obscure the ancient name and titles of that family. The Douglases became Hamiltons by female descent in 1698, when they rose to

by female descent in 1698, when they rose to the head of the Scots Peerage Roll.

In Ireland, the best family is also the highest, the Norman stock of Fitzgerald. Dukes of Leinster, taking easily the first place. But genealogists, unless they happen to be themselves Scots or Irish, are apt to look with suspicion upon most Scottish or Irish pedigrees. Many of the oldest lines in North Britain would not be admitted as legitimate in England, owing to the operation of mate in England, owing to the operation of the peculiar marriage law; and the more ancient-looking Irish pedigrees are similarly invalidated by the very anomalous condition in which matrimony remained as late as the reign of Queen Elizabeth—Mr. Froude's account of the household of Sham O'Neill is an example. It is, therefore, difficult to trace any house in either of the sister kingdoms beyond a couple of centuries at farthest, without what in the eyes of an English genealogi at would prove a final break. - Cassell's

Foreign Items.

—An English paper says:—Of the various plans which have been devised for facilitating the voyage between this country and France, none can be compared for ingenuity, vastness of deaign, and general convenience, with that of a French engineer, M. Eugene Burel, who is at present in England for the parpose of explaining the details. By this admirable scheme there is, we are informed by the Builder, to be no bridge above or tunnel beneath the sea; the channel is merely to be filled up. Nothing can be more simple, and in addition to other advantages connected with M. Burel's proposal, one new county will be added to England and one department to France. We are glad to hear that a passage is to be left, a mile wide, between us and our neighbors, which is to be traversed by ferry boats every five minutes. Of course, when we get to know and love each other when we get to know and love each other thoroughly, this little channel can also be nied up, but in the first instance it is quite as well that we should keep up some small semblance of our insular position. It is not only on account of the rates and taxes which we shall get out of the new county, it is not only because of the abolition of seasickness that every one must delight in the prospect held out by M. Burel's scheme, but it has one merit which alone entitles it to our has one merit which alone entitles it to our heartiest support. The channel must, of course, be filled up with rubbish, and the only question is, will it contain the superfluity of rubbish we shall so gladly cast into it? We are doubtful on this point. Directly M. Burel has arranged the matter with the Governments of the two countries, what a rush will be made to the sea with all our humble contributions! There is not a householder in Great Britain who is not encumbered with some kind of domestic lumber which he will gladly place at M. Burel's disposal if that gentleman will provide cartage. Old clothes, old boots, old receipts, old furniture, threevolume novels, foreign bonds, shares in branch lines of railway and bubble companies, will all go to help the glorious work; and then there is all the national lumber. Here will begin our real difficulty. What shall we cast in first? Shall it be the Home Office or the Board of Trade, or the minutes of "My lords," or the Blue Books, or the old Acts of Parliament, or our public buildings, or our statues, or our semidetached villas, or our rookeries, or will M. Burel accept live rubbish of a corporate nature, such as "My lords" themselves, or the guar-dians and vestries? We would even part with them to "cement the union" between the two

-The Revue du Monde Catholique publishes The Revue du Monde Catholique publishes some interesting details concerning the French Monts-de-piete, or pawnbrokers. It is already well known that the pawning business is very different in France from what it is in England, and much has been said of the profit which the Government derives from keeping to itself the monopoly of this ingenious trade. Being entirely under Government control, it is easy to ascertain the amount of loans effected throughout France. At the central office the books recording the entire business of the country are kept. It would appear that the pawning business is subject to the greatest variations, and that these variations depend to a very great extent on the state of foreign affairs. But contrary to all expectations, the loans are less frequent in periods of revolution. Are the people frightened lest the Revolutionists should plunder the pawnshops? Certain it is that in 1793, in 1814, in 1830, and in 1848 the Monts-de-piete throughout France did but little business, and the total figure of the loans made by them in these years was below that of years of prosperity and peace. We are further informed that a society called La Grafignade lessens in a great measure the profits of the Government. It consists of men who regularly frequent the sales rooms where unredeemed articles are put up to auction. They bid for everything, to the exclusion of strangers, keeping the prices low for themselves, but bidding to any sum so as to discourage interlopers. Each member of the society buys indiscriminately whatever he can get, and then after the auction exchanges it with his confederates for whatever object he may particularly want. Apart from these financial results, the article from which we borrow them makes mention of a few romantic incidents connected with this business of the pawnshop. In 1849 the Mont-de-piete of Paris offered for sale a silver watch pledged in 1817 for the sum of eight francs. The pledge had been renewed each year by the borrower, who could never scrape enough money together to redeem it, and so he had paid twenty-six francs in interest. For two years, however, he had not reappeared. The administrators made some inquiry after him. He was dead.

-A correspondent of the Cologne Gazette,

writing from Shanghai, states that the respect of the Chinese for the power of European States is by no means increased since they have seen his Royal Highness the Duke of Edinburgh. This, however, is not the fault of the Prince, who is rather to be pitied than blamed. It had been rumored before his arrival that the son of the Queen of England was ten feet high, and had three eyes. Great and not unnatural disappointment was, therefore, experienced when it was discovered that he possessed no other advan-tages of height and vision than those enjoyed by ordinary mortals. The British residents have been much humiliated by this unavoidable de-struction of an illusion which had taken a powerful hold on the minds of the natives, but their position has to some extent been alleviated by the impartial conduct of the Chinese magistrates with reference to their new church. Rumors had been circulated that evil spirits were at work in this new church, and great excitement per-vaded the community. In order to quell this excitement and promote peace, one of the Chi-ness magistrates took the decisive measure of causing the credulous libellers of the church to be soundly flogged through the sacred edifice. This measure has been attended with the happiest results, and there have been no more rumors of a sinister nature.

-It appears that the practice of torturing prisoners in order to make them confess, which has been abolished by most civilized nations, still exists in Swizerland. M. Borel, member of the Assembly of Lucerne, has proposed that in-formation should be asked from the Federal Council as to the torturing of a prisoner in the Canton of Zug. The man in question was accused of theft, and acknowledged to the criminal court that he had appropriated the missing articles, but he refused to admit that he had stolen them, and insisted that he had accidentally found them. The court then ordered further inquiries to be made. "From the 26th of October to the 10th of November the prisoner was put on a bread and water diet; but he made no confession. * * Thumbscrews were no confession. * Thumbscrews were then applied to the prisoner, but still he made no confession. Six blows were next given him with a stick; he writhed and groaned, but declared he could say nothing more than what he had said already, upon which six more blows were administered. 'If you kill me, Mr. Judge, I cannot say anything else.' The prisoner was then brought before the court, and once more earnestly questioned, but he adhered to his former statement. Upon this the prisoner was again placed on the ordinary prison diet."

—A French gunboat has just carried a monument to an obscure river—the Nunez—on the west coast of Africa. It is there to be erected to the memory and glorification of Rene Callie, a brave though almost forgotten traveller, who in the beginning of this century crossed the

in the beginning of this century crossed the African continent from the river Nunez to Tangiers via Timbuctoo. He achieved this extra ordinary feat disguised as an Arab, and at the cost of £40, which was all that he possessed in cost of £40, which was all that he possessed in the world. Unfortunately, he was a man without education, and in his character as an Arabdid not dare to make inquiries. His book, therefore, was very dull and barren; the Quarterly Review accused him of imposture, and the authenticity of his travels has never been fully established in the English mind. However, Dr. Barth certified the correctness of his description of Timbuctoo, with some reservations, and Mr. Winwood Reade, who in his late journey to the Western Niger passed over part of Callie's ground, is convinced that his travels are trustworthy and genuine.

—A Canadian paper styles Jeff. Davis President of the ex-Confederate States. He had better stick to bis insurance company.

RAILROAD LINES.

TENNSYLVANIA CENTRAL RAILROAD AFTER 9 P. M. SUNDAY, NOVEMBER 14, 1869. AFTER 8 P. M. SUNDAL, NOVEMBER 12 AND ALL TRAINS OF the Pennsylvania Central RailroLeave 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 Cheanna and Wanut streets

Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesant 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 Chesant street, or No. 116 Market street, will receive attention. TRAINS LEAVE SPOT, VIZ :-

 Mall Train.
 8 00 A. M.

 Paoli Accommodata... 10 30 A. M., 1 10 and 6 50 P. M.

 Fast Line and Eric Express.
 11 50 A. M.

 Harrisburg Accommodation.
 2 30 P. M.

 Lancaster Accommodation.
 4 10 P. M.

 Varkesburg Train.
 5 30 P. M.

 Chi. innat Express.
 8 00 P. M.

 Eric Mart and Pittsburg Express.
 9 45 P. M.

 Accommodation.
 12 11 A. M.

Erie Ma'l and Pittsburg Express. 9 30 P. M. Accommo dation. 12 11 A. M. Pacific Express. 12 09 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 Saturday. All other trains daily, except Saturday. daily, except Saturday. All other trains daily, except Sunday.

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

Market street.
TRAINS ARRIVE AT DEPOT, VIL.:

Lock Haven and Elmira Express. 700 P. M.
Pactic Express. 425 P. M.
Harrisburg Accommodation. 950 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raliroad 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.

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: will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Cristield 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.

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 400 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 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., 2:30, 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 4:36 P. M. trains for Baltimore Central Represed.

Railroad.

From Baltimore to Philadelphia—Leave Baltimore
7-25 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 Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

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 POBT DEPOSIT from
Depot of Philadelphia, Wilmington, and Baltimore
Railroad Company, corner 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 2.25 P. M. train will leave at 4.30 P. M.

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, MONTGOMERY, MOBILE MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST, Tickets for sale, baggage checked through to destination, and all information furnished at 721 OHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

SHIPPER'S QUIDE.

1870.

IMPORTANT TO SHIPPERS. ALL RAIL FREIGHT LINE

Philadeplhia and the West, Via Balti-

more 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, Cincinnti Indianavolis, Chicago of St. Louis Cincinnati, Indianapolis, Chicago, or St. Louis.

Special attention will be given to the prompt and rapid transportation of first and second class goods.

Bates 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 Railroad Company,

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 Ohio route will be the same via Canal to Baltimore as by the Railline.

18 lmrp

STOVES, RANGES, ETO. THOMSON'S LONDON KITCHENE OF EUROPEAN RANGE, for families, hotels, of public institutions, in TWENTY DIFFEREN SIZES, Also, Philadelphia Ranges, Hot-Air Funaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Eath Boilers, Staw-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers, SHARPE & THOMSON, No. 229 N. SECOND Street

STEVENSON, BRO., & CO., 0118,

No. 132 S. SECOND Street.

RAILROAD LINES.

READING RAILROAD.—GREAT TOWNE LINE vania, the completial to the saterior of Peansyland Wyoming valleys, the North, Northwest, and the Canadas.

WINTER ARRANGEMENT

Wilkesbarre, Pitiston, York, Caribie, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Hailroad 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 HAR-RISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehauma trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$20 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6.46 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 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

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 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 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 6:45 P. M.

Harrisburg Accommodation leaves Reading at

ciphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12-20, 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 8 A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at 8 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 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 8-05 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
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 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. nore, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburg at 5-25 A. M., and 12-20 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. Sleeping cars accompany these trains through between Jersey City and Pittaburg without change.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsylle at 6-20 and 11-20 A. M. and

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:20 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 Auburn at 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 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.

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 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. Nicolis, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles. No.

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for families and

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

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

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

EXCURSION TICKETS from Philadelphia 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, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1100 A. M.,
230 P. M., 445 P. M., 440 P. M., 645 and 1130 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1045 A.
M., 145 P. M., 440 P. M., and 656 P. M.
Train leaving West Chester at 800 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 440 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 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.
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
arrival.
ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M. WILLIAM C. WHERLER, General Superintendent.

General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 16, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.
MAIL TRAIN leaves Philadelphia... 9-35 P. M.
"Williamsport... 7-40 A. M.
"arrives at Erie....... 8-20 P. M.
"Williamsport... 9-00 P. M.
"Williamsport... 9-00 P. M.
ELMIRA MAIL leaves Philadelphia... 7-60 A. M.
"Williamsport... 6-00 P. M.
ELMIRA MAIL leaves Philadelphia... 7-60 A. M.
"Williamsport... 6-00 P. M.
EASTWARD.
MAIL TRAIN leaves Erie....... 8-40A. M.
"Williamsport... 9-25 P. M.
ERIE EXPRESS leaves Erie....... 8-40A. M.
"Williamsport... 9-25 P. M.
ERIE EXPRESS leaves Erie........ 8-40 P. M.
"Williamsport... 9-35 P. M.
ERIE EXPRESS leaves Erie......... 4-00 P. M.
"Williamsport... 9-35 P. M.
ERIE HXPRESS leaves Erie........... 4-00 P. M.
"Williamsport... 9-35 P. M.
ELMIRA MAIL leaves Lock Haven....... 8-00 A. M.
"Williamsport... 9-35 A. M.
ELMIRA MAIL leaves Lock Haven......... 8-00 A. M.
"Williamsport... 9-35 A. M.
ELMIRA MAIL leaves Horladelphia... 6-50 P. M.
BUFFALO EXP. leaves Williamsport... 19-25 A. M.
"Harrisburg........... 5-00 P. M.
Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oh Greek and Allegheny River Railroad.

ALFRED L TYLER, General Superintendent.

1869 FOR NEW YORK. THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenter and War Disasses

New 19 A. M. A. Standard A. M. A. Standard A. M., via Camden and Amboy Accom. . \$2.25
At 8 A. M., via Camden and Amboy Accom. . \$2.25
At 9 P. M., via Camden and Amboy Express. . \$4.00
At 9 P. M., via Camden and Amboy Express. . \$4.00
At 8 A. M. and 9 P. M., for Freehold.
At 8 A. M. and 9 P. M., for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 19 M., 2, 3.25, and 4.30 P. M., for Trenton. Trenton.
At 6:30, 8, and 10 A. M., 13 M., 2, 3:30, 6:30, 6, 7, and 11:30 P. M. for Bordentown, Fiorence, Burlington, Beverly, and Belanco.
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, 8 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. Ene leaves Market Street Ferry, Inner 14(4).

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 Bristol. 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 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 DEPORT.

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, 53:25.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M. At 7, 9:30, and 11 A. M., 4, 6:45, and 19 P. M., for At 12 P. M. (Night), for Morrisville, Tullytcwn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run

daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. At 7:80 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

scratton, strongsourg, water Gap, senectly and 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, Bethiehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. intermediate stations,
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

ROADS.

PROM 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 Mourt 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 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, 16, 11, 12 A. M.,
2, 3½, 8½, 4-05, 4-35, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12
M. Leave Germantown at 6, 6 55, 7%, 8, 8 20, 9, 10, 10 50, 12 A. M., 1, 2, 3, 3 50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 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 %

P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

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

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3M, 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 1: hiladelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 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

Leave Norristown at 540, 6-25, 7, 74, 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 Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11-95 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 7½ A. M., 1½, 6, and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Phymouth, 6½ A. M., 4½ P. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAHLROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner 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, Niagara Fails, 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, Soranton, 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, Soranton, and Hazleton.

At 6-00 P. M. for Bethlehem, Easton, Allentown, Hazieton.
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 7-20 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.
Fith and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

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. From Fort Washington at 9-25, 10-25 A. M., and 10 P. M.

From Abington at 2.85, 6.45, and 9.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.20 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 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.

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Ferry) at Ferry), at Signature of Market Street (Opper Ferry), at Signature of Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro, Salem, Swedesboro, and all intermediate stations.

5-30 P. M., Woodbury and Glassboro accommodation.

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

Avenue.
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

A LEXANDER G. CATTELL& CO
PRODUCE COMMISSION MERCHANTS,
No. 50 NORTH WHARVES

RO. 50 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL & CO
ALEXANDER G. CATTELL & CO

JOTION BALES #1, # HOMAS & SONS, NOS. 139 AND 141

Bale No. E South Nineteenth street.

H. USCAME FURNITURE PIANO FORTE RICH ENGLISH BRUSSKLS, AND OTHER LEAVER FOR MORNING.

LEAVER FOR MORNING. The handseme furniture, the handseme furniture is and the handseme furniture; the handseme furniture is the handseme furniture; walnut during room furniture; walnut extension table; walnut huffer sideboard, marble top; lias china; glassware; plated ware; walnut chamber furniture; mahognay wardrobe; rich volvet, Raglish Brussels, and other carpets, etc.

May be grammed at A Valock on the morniture in the grammed at a Valock on the market in the handseme furniture; the properties of the properties of the handseme furniture; mahognay wardrobe; rich volvet, Raglish Brussels, and other carpets, etc. her carpets, etc. (1 32 th May be examined at 5 o'clock on the morning of sale.

FALR OF REAL ESTATE AND STOCKS, February 1, at 12 o'clock noon, at the Exchange February I, at 12 o'clock moon, at the Erchange, will include—
OTREGO Street, No. 1819—Dwelling, Stable, and Slaughter House and Building Lot.
NINETERNTH (North), No. 115—Modern Residence.
ELEVENTH (South), No. 115—Modern Residence.
YORK Avenne, No. 839—Valuable Residence.
NINTH (North), No. 1729—Genteel Dwelling.
OAMAC, No. 1839—Genteel Dwelling.
MARKET, cast of Thirty-a xth—Building Lots.
TWO GROUND RENTE, cach \$55.00 a year.
F9 shares Chessut and Walnut Streets P. R. W. Co.
69 shares Green and Coates St. eets P. R. W. Co.
69 shares Third National Bank.
20 shares Buok Mountain Coal Co
10 shares Consolidation National Back.
\$5000 City of Treaton, N. J., 6 per cant. Coupon Bonds,
January and July.
18 shares Central Transportation Co.
575 shares Philadelphia and Carupano Sulphur Mining Co.

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sona.)
No. 529 OHESNUT Street, rear entrance from Minor.

SALE OF REAL ESTATE AND STOCKS.

On Monday, Jan. 31,
At 12 o'clock noon, at the Phisadelphia Exchange, corner of Third, and Walnut streets.

THREE STORY BRICK DWELLING, No. 2149 Ells. worth street.
THREE-STORY BRICK DWELLING, No. 2144 Rila-Shares Mercantile Library Co.

GRAND SALE OF THE FINE ARTS.

HIGH-COST OIL PAINTINGS,

BY FAVORITE EUROPEAN AND AMERICAN

MASTERS,
On THURSDAY and FRIDAY EVENINGS,
February 3 and 4,

At 736 o'clock, at the Galleries, No. 1020 Chemnt street, by catalogue, a very Valuable Collection of 175 Oil Paintings, being a Choice Selection from the well-known galleries of Mr. JOSEPH RICHARDSON, No. 1196 Chesnut street, and Mr. G. PELMAN, Marshall and Callowhill streets, Included in the catalogue will be found specimens of every school of art. Among the many favorite masters represented may be mentioned:

William Shayer, O. Hilgers,

Krussman, Hilderdonk, Charles Shayer, Naysmith, W. Ingewmey, Weeks, Nils Moller, L. Munthe, hors, Moran, Le Bret, W. Brandenburg. Von Geyerfeld, Baugaerd, Van Hamm, De Vos, Von Severdouck, C. Leickert, A. Von Hoven Ball, John Peale, Morty, Charles Wilson Pea Laurent De Beul, Henry De Beul, L. Redig, Vanderom, Deveney, of Paris, Andraws, Linder, Rossel Damshroder, Mauve.

(C. Col.
The collection will be on FREE EXHIBITION day and svening until sale.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

WORKS OF ART.

IMPORTANT SALE OF

BARON CARL VON BUDENBERGH'S

SUPERB COLLECTION OF MODERN PAINTINGS,
On TUESDAY and WEDNESDAY EVENINGS,
Feb. I and 2, at 7½ o'clock.

We have received instructions to sell this splendid collection of modern Palutings, just arrived from Europe, and never before exhibited, purchassed at great expense from the late, expositions of Berlin, Dresden, Munich, Paris, Dusseldorf, and Brussels, comprising, among others, some superb cabinet pictures for the embellishment of drawing rooms and pariors. Many of these are from the best masters of Europe, and deserve attention from connoiseurs and lovers of art.

The following are some of the artists represented;—

The following are some of the artists represented:

Eversor:

De Buel, Van Diegham, De Fay, Van Severdonek, Leempus, Gostav.
Jernberg, Castav.
Maler, Castav.
Spohler, Desan, Kruseman,
Kreutzer, Musin, Schaskiet,
Le Costy, Grob, Janjsens.
The owner has ordered this very valuable collection of paintings to be peremptorily sold, without the least reserve. Open for exhibition on Wednesday morning, at Scrit's Art Gallery, No. 117 OHESNUT Street.
Also, a private collection from a well known connoisseur. Included is a portrait of George Washington, by Gilbert Stewart; also, a portrait by the same artist.
The following artists are represented:
C. Lindoman,
P. Nicolei,
H. C. Bispham,
P. Nicolei,
H. Parton, and others.

BUNTING, DURBOROW & CO., AUCTION-BARK Street. Successors to John B. Myora & Oo.

OPENING SPRING SALE OF 2000 CASES BOOTS, SHOPS, HATS, ETC.
On Tuesday moraing,
February 1, at 10 c'elock, on four months' credit, including men's, boys', and youths' calf, kip, and buff leather boots; fine grain long-leg dress boots, Congress boots and balmorals; kip, buff, and polish grain brogans; women's, misses', and children's goat, morocco, kid, and enamelled balmorals; Congress gaiters; lace boots, lasting gaiters, ankie-ties, travelling bags, metallic overshoes, cotect.

FIRST SPRING SALE OF CARPETINGS, ETC.
On Friday Morning,
February 4, at 11 c'clock, on four months' credit, about
300 pieces of popular makes of carpetings, embracing
extra heavy double damask woollen Venetians; extra
heavy new patterns all-wool ingrains; extra heavy worsted
and wool ingrains; 34-inch twilled English hemp carpet,
superior quality cottage and rag carpets. A. McCLELLAND, AUCTIONEER,

Personal attention given to sales of Household Furni-ture at dwellings.

Public sates of Furniture at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger. [1 12]
N. H.—A superior class of Furniture at private sale.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHUSERUT Street, rear entrance No. 1107 Sansom street, C. D. McCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, III M4
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. LIPPINCOTT, SON & CO., AUCTIONEERS

THE PRINCIPAL DEPOT FOR THE BALK OF REVENUE STAMPS, No. 804 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET, (Two doors below Chesnut street), ESTABLISHED 1869. The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Re-

Address all orders, etc., to STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA

E ASTON & M. C. M. A. HON.

SHIPPING AND COMMISSION MERCHANTS.
No. 2 COENTIES SLIP. Now York.
No. 15 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Breet, Baltimore.
We are prepared to ship every description of Freight to Priladelphia, New York, Wilmington, and intermediate points will bromopnass and despatch. Canal Boats and Steam tags turnished at the shortest actice.