The Guillotine. From the London Saturday Review.

There is a common question, which we

hope few of our readers may have to consider from a practical point of view, as to the pleasantest mode of being executed. Is hanging, or beheading, or poisoning, the least disagreeable? How long a time should elapse between the sentence and the infliction of the penalty? When the time comes, would we rather suffer before breakfast or at midday, in public or in private. The good old plan was to get as much amusement out of a prisoner as possible; he was soon relieved from suspense, that the public impati-ence might not have time to cool; he made a long procession through the streets at the hour when his friends could attend with the greatest convenience; he had full liberty to make a dying speech for the amusement of a numerous audience; and sometimes it was found so hard to part from the pleasing object that his body was hung in chains to afford an instructive spectacle after his death. The French managed to extract some additional satisfaction from the proceeding by using slow methods for the infliction of death; and a case is recorded where a wretched criminal survived for twenty-two hours on the wheel, In short, our thick-skinned ancestors thoroughly enjoyed the whole proceeding, and regarded it as a kind of dramatic entertainment, combining, as the advertisements express it, instruction with amusement. We have grown so tender-hearted or so squeamish now-a-days that we try to keep the whole affair as much as possible in the dark. If capital punishment is still a necessity, we seek to withdraw it in every way from public attention. The present system would reach its ultimate perfection if a plan were adopted which we have sometimes heard advocated, and criminals were entirely withdrawn from public notice on the instant of their condemnation. After sentence had been pronounced, and the doors of the court had closed upon them, they would never again be visible to human eyes. except to the two or three persons entrusted with the duty of ushering them out of the world. The mystery which would rest over all the details of their fate would perhaps be more impressive than the most elaborate display, and even criminals might feel a greater horror at sinking, as it were, suddenly into utter darkness than at once more appearing to play a conspicuous part before the eyes of their fellow-caeatures.

This pitch of perfection has not yet been attained; and M. Maxime Du Camp gives a

curious account, in the last number of the Revue des Deux Mondes, of the mode in which they do these things in France. We will endeavor to give a short summary of his paper by way of illustrating the present stage of the art of execution. We will first consider the treatment of the criminal during the last days of his life. Directly after his condemnation he is stripped naked, every fragment of his clothing being carefully removed for fear of his anticipating the action of the law. He is then dressed in the usual prison costume, with the exception of a handkerchief and a cravat, which might be convenient for suicidal purposes. Finally he is put into a strait-waistcoat, which makes him totally incapable of using deadly instruments, even if he wished it, or of helping himself in any way. He is constantly in presence of a guard, and of a fellow-prisoner ready to act as a spy. The criminal thus treated is, as we are not surprised to hear, generally reduced to a state of profound depression. He generally re-fuses, at first, even to give the necessary powers for the appeal admitted by French law, and almost invariably gives way afterwards by the advice of his counsel and the director of the prison. Meanwhile he is allowed to amuse himself according to his fancy, so far as that expression is applicable to a man in a condemned cell, confined with a straitwaistcoat, and with no company but a spy and his gaolers. The period of suspense generally breaks down the courage of the most brutal criminals. They listen to the exhortations of a venerable priest whose duty it is to attend upon such cases. They often try to read, and, according to M. Du Camp, the favorite author of these unhappy wretches is Fenimore Cooper. The reason suggested by him is that Cooper leads them into a world of adventure, far removed from European law, where killing is considered to be a creditable occupation. We have some doubts as to the soundness of this hypothesis; the literary taste of murderers is not likely, as a rule, to be highly cultivated; and we should imagine that Cooper is probably suggested by the priest or the prison authorities as a tolerably amusing novelist who has not a single passage which could do any human being any harm even if he was in the immediate expectation of death. However, we are not surprised to hear that murderers generally fail to become absorbed in the adventures of the Leather Stocking and his companions. The guardians, we are told, are kind enough to 'try to distract their attention; but the poor wretch whose day of execution is not fixed is naturally a prey to nervous irritation, trembles when any one enters his room, and is often haunted by an imaginary sound like the knocking of a hammer. This, it is said, frequently amounts to physical suffering. The position must be unpleasant enough under all circumstances, but the uncertainty as to the day of execution seems to add an unnecessary pang. If the court decides against the appeal, a memorial is sent to the Emperor; and, should he see no reason for commuting the penalty, orders are at once sent to the various officials concerned to proceed instantly to execution.

And here we must say a few words upon the guillotine itself, whose inventor, by the way, did not (as has often been asserted) die by his own creation, but expired peaceably in 1814, at the age of seventy-three. M. Du Camp dwell elaborately upon all the details of the machinery, which require more careful adaptation and more skilful management than we had imagined. It is by no means so simple a thing as it seems at first sight to cut off a human head with accuracy and despatch. The efficacy of the machine, for example, depends entirely on a modification supplied by a Dr. Louis, who made the edge of the knife oblique instead of horizontal; and who, like other improvers, nearly got the whole credit of the invention, which for some time was called a Louisine. We need not speak of other refinements; but it is unpleasant to discover that a good deal depends upon the skill and coolness of the executioner-more, it would appear, than in the case of the English hangman. He has with one hand to hold down the criminal, who sometimes struggles, and generally gets out of the proper attitude; he then has to turn the proper screws, and afterwards by a single pressure of the hand to send the body down an inclined plane to the basket. Two assistants hold the sufferer by the head and keep down his legs; and, as M. Da Camp remarks, unless they perform their duty with a simultaneite irreprochable, the graves inconveniences might result. It appears

however, that this has never been the case of late years, owing, as we presume, to the quali-lications of the chief performer. He is not only a man of colossal strength, and clad in black garments of elaborate neatness; but he is an inventor, and has conferred many advantages on the condemned by ameliorations in his instrument. He is so sensitive that he is generally ill for days after an execution; and M. Du Camp complains that, considering his qualifications, he is miserably paid. He receives only 4000 francs a year, besides an allowance of 9000 francs for supplying the necessary materials. He has the charge, it seems of seven departments; but, considering that there have only been 57 executions in Paris in the last 40 years, we do not see that the salary is so bad. It is, however, rather difficult to discover any satisfactory mode of determining the value of such services. Adam Smith has a passage on this subject which is not altogether without some grim fun in it:
"The most detestable of all employments, that of public executioner, is, in proportion to the quantity of work done, betterpaid than

any common trade whatever."
We must now return to the criminal. The authorities enter his room in the early morning, taking infinite precautions not to disturb his sleep by turning the key abruptly. They then rouse him to tell him that the hour is come. From the time of waking him to the moment of his execution takes half an hour. This includes his interview with the priest, a rather prolonged ceremony of taking off and putting on his strait-waistcoat, cutting his hair, and conducting him through various passages; and M. Du Camp suggests that, by certain easy simplifications, it might be reduced to half the time; so that a man might be asleep as the hour struck and he without his head at the quarter. That part of the proceedings, however, which takes place within the view of the public is expeditious enough. The trying moment is that at which the guillotine, which is painted a dull red color, first becomes visible, and it is then that the criminal tries, often in vain, to brace himself with a view to dying game and leaving a creditable name among his companions. Characteristically, too, it is in these moments that they try to recall the mot, carefully prepared beforehand, with which they are to take leave of the world. "Adicu, enfants de la France," was the exclamation of one Avinain, "n'avouez jamais; c'est ce qui m'a perdu!" Another man at this moment asked the name of an assistant who had been kind to him, in order that he might preserve it in his memory. But the scaffold is close to the prison; and according to an accurate observation in one instance, only fourteen seconds elapsed between the time at which the prisoner put his foot on the scaffold and that at which his head fell into the basket. The scene may be hideous enough, but it is commendably short.

The logical neatness of the French organization seems rather to fail in this instance. The execution is public, but the greatest care is taken that as few people as possible shall see it. The time is not known, except to the few enthusiasts who watch till they see the scaffold erected on the night before the event. Great care is taken to treat the criminal kindly, especially in the rather doubtful matter of getting the business over as soon as he is out of bed; yet he has all the misery of suspense, and, moreover, of suspense in a strait-waistcoat. So few criminals manage to kill themselves under our system, and it is so very little loss to the world when they do, that one might have thought that this regulation might be relaxed, for it certainly seems to be an unnecessary aggravation of torture. If the execution were in private, as is now the case in England as well as in the greater part of America and Germany, the might have the melancholy sat tion of knowing beforehand how long he was to live. The interests, however, of the prisoner are of comparaticely little importance. Nobody can look forward to the guillotine without considerable reluctance, and whether the days are a little more or a little less unpleasant is not of very material consequence. But it is a more curious question whether this growing disgust at the publicity of executions does not foreshadow the entire abolition of capital punishment. Traupmann has probably done a good deal to preserve the vitality of the guillotine, but the number of persons guillotined steadily declines; in the five years ending in 1860 there were twice as many as in the five years ending in 1865, and it is almost necessary to murder a whole family in cold blood to get rid of "extenuating circumstances." We cannot bear to have a deed performed in public which a few generations ago was considered to be a highly moral and entertaining spectacle. May we not become so sensitive in a generation or two more as not to bear its being done in private? The French are so tender to the criminal that they only give him half an hour of certain anticipation of death, and M. Du Camp tries to show that the time might be reduced to half. The next step would be to cut off his head before he is awake; and when that consummation is reached, perhaps it may be thought improper to put an end to him at all. It is not much over a hundred years since Damiens was slowly tortured to death by the most revolting process at the Greve, and a highly-polished English gentleman went over to Paris expressly to see it done. We now take pains to reduce every extra minute of expectation for a far more execrable villain, and try to cheat anybody brutal enough to desire to see his death of the anticipated treat. Shall we become too tender-hearted to kill anybody, or will punishment be inflicted in so inoffensive a manner that we shall gradually become reconciled to it ?- a question too intricate to be discussed at the present moment.

MERRICK & SONS

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RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1860. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Raffroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tlokets 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.

TRAINS LEAVE EPOT, VIE.:—

Mail Train. Scot A. M.

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock-Pactile Express leaves daily. Cincinnati Express dafly, 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.

 Parkesburg Train
 9:10 A

 Fast Line
 9:40 A

 Lancester Train
 12:55 P

 Erie Express
 12 65 F

 Southern Express
 7 00 F

 Lock Haven and Elmira Express
 7 00 F
 Pacific Express. 4 26 P. M.

Harrisburg Accommodation. 9 50 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,

8AMUEL H. WALLACE,

Ticket Agent at the Denot.

Ticket Agent at the Depot.

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

by special contract. EDWARD H. WILLIAMS,
429 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)

for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crianeld and intermediate stations.

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

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 Magnolia. 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 Marrington 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 Philadelphis. 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 4:25 P. M. trains for Baltimore Control of the Accommodation of the P. M. and 4:25 P. M. trains for Baltimore Control of the Million of of

and 4:39 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P.
M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Peryville, Charlestown, North-East, Eikton, Newark, on, Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent.

DHILADELPHIA 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:—
Leave PHILADELPHIA for PORT 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 2:30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.
On Saturday the 2:25 P. M. train will leave at 4:30 P. M.

Passengers are allowed to take wearing appare 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. HENRY WOOD, 111 President and General Superintendent.

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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

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G. RENTON THOMPSON,
Gen. Agent for Philadelphis

SHIPPER'S QUIDE.

1870.

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more and Ohio Route.

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No change of cars between Philadelphia and Columbus, Cipcinnati, Incianapolis, 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

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Depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Cor. Washington Av. and Swanson St. JOHN S. WILSON,

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 same via Canal to Baltimore as by the Rail line. 18 lmrp

PAPER HANGINGS. OOK! LOOK!! LOOK!!!-WALL PAPERS I OOK! LOOK!! LOUR!!! Wandstured, the cheapers in the city at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh. Branch, No. 3 10 FEBRAL Street, Camden, New Jersey.

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Large and small GUNNY BAGS constantly on band.

24

RAILROAD LINES.

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

Canadas. WINTER ARRANGEMENT Of Passonger Trains, December 20, 1869.

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

At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:26 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesmove, Tamaqua, Sunbury, Williamsport, Elmirs, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 720 A. M. train connects at READING with

The 120 A.M. train connects at RRADING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A.M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pincervan, etc.

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

AFTERNOON EXPRESS,
Leaves Philadelphia at 8:30 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 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

Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10 20 A. M. Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 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 9:05
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.
Market train, with a passenger car attangency leaves

at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.
Market train, with a passenger car attacned, leaves
Philadelphia at 12:30, noon, for Pottaville and all way
stations; leaves Pottaville at 5:40 A. M., connecting
at Reading with accommodation train for Philadelphila and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottaville at S.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 RAUROAD

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 7-20 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.

COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points 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 500 P. M.,
passing Reading at 145 and 1000 P. M.,
and connecting at Harrisburg with Penusylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 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 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

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 Pottsville at 6:30 and 11:20 A. M., and

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 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 Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train.

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

MILEAGR TICKETS.—Good for 2000 miles, be-tween all points, at \$52.50 each, for families and

tween 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 Willew 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 bag-

points beyond.

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

WEST CHESTER AND PHILADELPHIA

RAHLROAD.

Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11.00 A. M.,
2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A.

M., 1:55 P. M., 4:50 P. M., and 6:55 P. M.

Train leaving West Chester at 8:00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester

sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at

B. C. Junction.

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

Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M. Leave West Chester for Philadelphia at 705 A. M. WILLIAM C. WHEELER, General Superintendent,

PHIDADELPHIA AND ERIE RAILROAD.—
On and after MONDAY, Nov. 15, 1869, 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... 7-46 A. M.
" arrives at Erie... 8-20 P. M.
ERIE EXPRESS leaves Philadelphia... 11-46 A. M.

" Williamsport 750 A. M.

BRIE EXPRESS leaves Philadelphia 1140 A. M.
"Williamsport 900 P. M.
" Williamsport 1000 A. M.

ELMIRA MAIL leaves Philadelphia 750 A. M.
" Williamsport 600 P. M.

arrives at Lock Haven 750 P. M.

EASTWARD.

EASTWARD. 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. 800 A. M.
"Williamsport. 9 45 A. M.
arrives at Philadelphia. 6 50 P. M.
BUFFALO EXP. leaves Williamsport. 12 25 A. M.
"Harrisburg. 5 20 A. M.
"Harrisburg. 5 20 A. M.
Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Ou Creek and Allegheny River Hailroad.
ALFRED L. TYLER, General Superintendent.

RAILROAD LINES. 1869. FOR NEW YORK.—THE CAMDEN to Railroad Companies lines from Philadelphia and Trentown York and Way Places.

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 B. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 8 and 10 A. M., 12 M., 2, 3 30, and 4 30 P. M., 10 Trenton.

At 6 20, 8, and 10 A. M., 12 M., 2, 3 30, 4 30, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco.

At 6 30 and 10 A. M., 12 M., 3 36, 4 80, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palulyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11 30 P. M. Fine leaves Market Street Ferry, (press alds).

(upper side).

At 7:30 A. M., 2:30, 2:30, 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 Schenek's and Eddington. Schenck's and Bodington. 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 \$50 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9-30 and 11 A. M., 1-20, 4, 6-45, and 12 P. M.

New York Express Lines, via Jersey City. Fare, 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 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullviswn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-20 A. M., 6-45 and 12 P. M. Lines will run

daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

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 8
P. M., from Kensington Depot, for Lambertville and

P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-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 Mount Holly.

At 7 A. M., 2 15 and 6 30 P. M. for Lamberton and Mediord. Mediord.

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, Cooks-At 7 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:39 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 3\frac{1}{3}, 3\frac{1}{3}, 405, 435, 5, 5\frac{1}{3}, 6, 6\frac{1}{3}, 7, 8, 9-20, 10, 11, 12
P. M.
Leave Germantown at 6, 6-55, 7\frac{1}{3}, 8, 8-20, 9, 10,
10-50, 12 A. M., 1, 2, 3, 3-50, 4\frac{1}{3}, 5, 5\frac{1}{3}, 6, 6\frac{1}{3}, 7, 8, 9, 10,
11 P. M.
The 8-20 down train and 3\frac{1}{3}, 200, 4\frac{1}{3}, 200, 4\frac{1}{3}, 6, 6\frac{1}{3}, 7, 8, 9, 10,
11 P. M. The 8-20 down train and 3% and 5% up trains will

not stop on the Germantown Bracch, ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 4 05, 7, and 10% P. M. are Germantown at 8:15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 920, and 11 P. M.
Leave Chesnut Hill at 7-10, 8, 940, 1140 A. M., 140,

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 234, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 625, 7, 7%, 859, and 11 A. M., 13, 3, 43, 63, 8, and 93 P. M.

The 73, A. M. train from Norristown will not stop
at Mogee's, Potts' Lauding, 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 1105 A. M., 1½, 3, 4, 4½, 5½, 6½, 8.95, 10.95, and 11½ P. M. Leave Manayunk at 610, 645, 7½, 810, 9-20, and 11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 29, 4, and 7½ P. M. Leave Manayunk at 7½ A. M., 13, 6, and 9½ P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 736 A. M., 436 P. M. Leave Plymouth, 635 A. M., 436 P. M. W. S. WH.SON, General Superintence

Depot, NINTH and GREEN Streets. NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT. Takes effect November 22, 1869 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 Falls, Rochester, Cieveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehligh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1:46 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and 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 S. P. M.
For Lansdale at 6-20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new

Depot TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 245, 440, and 825 P.M. From Doylestown at 835 A. M., 450 and 706 P. M. From Lansdale at 750 A. M. From Fort Washington at 9-25, 10-35 A. M., and

S-10 P. M.
From Abington at 2-25, 6-45, and 9-20 P. M.
ON SUNDAYS,
Philadelphia for Bethiehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-30 A. M.
Bethiehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 165 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at S15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

S.15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
S.20 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
S.20 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. BM AORTH WHARVES

AUDTION SALES.

M. THOMAS & SONS, NOS. 139 AND 143 Fals on the premires, No. 1928 Mount Verson street, 7 MODERN RESIDENCE AND HANDSOME WALNUT FURNITURE, ROSEWOOD PIANO, HANDSOME BRUSSRLS AND OTHER GARPERS, ETG. ETG.

Feb. 1, at 16 o'clock, at No. 1928 Mount Vernon street, below Twentieth atreet, by catalogue, the entire household furniture, including Handsome walnut parlor turniture, five toned Toctave pianoforte, made by adolph Hints, elexant offed walnut chamber suit, handsome firstels and other expets, superior walnut ascretary and buokense, china, glassware, kitchen utenalls, etc.

MODERN RESIDENCE

Previous to the sale of the furniture, will be sold, the Modern Four-story Brick Residence; lot 19 feet 9 inc less front by 13 feet 11 incues in depth.

FALE OF REAL ENTATE AND STOCKS, abruary 1, at 12 o'clock noon, at the Exchange, will

February I, at 12 o'clock moon, at the Exchange, will include—
UTSEGO Street, No. 1810—Dwelling, Stable, and Slaughter House and Building Lot.

NINETERNTH (North), No. 118—Modern Residence.

ELEVENTH (South), No. 928—Store and Dwelling.

YORK Avence, No. 539—Valuable Residence.

NINTH (North), No. 128—Genteel Dwelling.

CAMAC, No. 1889—Genteel Dwelling.

MARKET, east of Thirty sixth—Building Lot.

TWO GROUND RENTS, each \$34.40 a year.

Scharze Green and Coates Sticets P. R. W. Co.

50 charse Green and Coates Sticets P. R. W. Co.

50 charse Green and Coates Sticets P. R. W. Co.

50 charse Green and Coates Sticets P. R. W. Co.

50 charse Green and Coates Sticets P. R. W. Co.

50 charse Consolidation National Bank.

20 shares Philadelphia and Caropane Sulphur Mining.

18 chares Consolidation and Caropane Sulphur Mining.

18 chares Consolidation Co.

575 charse Philadelphia and Caropane Sulphur Mining.

18 chares Consolidation Co.

575 chares Consolidation Co.

575 chares Consolidation National Sack.

Sale at No. 1817 N. Thirteenth street.

Sale at No. 1817 N. Thirteenth street.

SUPERIOR FURNITURE, E. KGANT WAX FRUIT,
FINE BRUSSELS, INGRAIN, AND OTHER CARPEIS, ETC.

Feb. 2, at 10 o'clock, at No. 1817 N. Thirteenth street,
above Montgomery avenue, oy catalogue, the entire furniture, comprising—Suit handsome walnut drawing room
furniture, covered with green reps; walnut centre and
bouquet tables, Italian marble tops; elegant wax fruit
and wax harp, glass shades; superior walnut dining-room
furniture; wainut extension table; chima and glassware;
walnut hat stand; superior walnut and cottage chamber
furniture; fine hair and spring mattreases; superior sewing machine, made by Willoux & Gibbs; fine Brussels, ingrain, and other carpets; cooking utensits, etc.

The house is to rent, Apply on the premises. [1312t]

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 569 CHESNUT Street, rear entrance from Minor,

Bale at No. 523 Chesunt street.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE. LARGE FIRE-PROOF SAFES, FRENCH PLATE MIRRORS, FINE BRUSSELS AND INGRAIN CARPETS, FISE SPRING AND HAIR MATTRESSES EXTENSION DINING TABLES. DINING ROOM CHAIRS, CHANDFLIFES, OIL PAINTINGS, CHINA AND GLASSWARE, ETC.

On Wednesday Morning,

February 2, at 10 o'clock, at the auction rooms, by catalogue, handsome and desirable household furniture, etc., etc.

GRAND SALE OF THE FINE ARTS.

HIGH-COST OIL PAINTINGS,
BY FAVORITE EUROPEAN AND AMERICAN

MASTERS,
On THURSDAY and FRIDAY EVENINGS,
February F and 4,
At 7% o'clock, at the Galleries, No. 1020 Chesunt street,
by catalogue, a very Valuable Collection of 125 Oil Paintings, being a Choice Selection from the well-known galicries of Mr. JOSEPH RICHARDSON, No. 1106 Chesant
streets, and Mr. G. PELMAN, Marshall and Callownill
streets. Included in the catalogue will be found speciments of every school of art. Among the many favorite
masters represented may be mentioned:

C. Hilgers,
Scheeres,
Krussman,
Hilderdonk,
Chaires Shayer,
Nils Moller,

mong the many favority tioned :—
C. Hilgers,
George Armifield,
Yon Willie,
Woeks,
Nils Moller,
I. Munthe,
Musin,
Stoorbelle,
Hetyel,
Henry Shayer,
E. Bodorm,
H. Becker,
C. Hoff,
F. De Luet,
De Vos,
Von Severdouck,
Merty,
Charles Wilson Peale,
Laurent De Beul,
I. Redig,
Vsnderom,
Savr,
Mauve,
EE EXHIBITION day of Jharles Shayer, P. Naysmith, J. W. Ingewusey, hors, Hertel, Von Geverfeld. Van Hamm,
C. Leickert,
A. Von Hoven Ball,
John Pesle,
Deveney, of Paris,
Andraws,
Linder,
Rosseierse,
Von Severdouck,
Merty,
Charles Wilson Pesle,
Laurent De Beul,
Henry De Beul,
Laurent De Beul,
Henry De Beul,
Laurent De Beul,
Henry De Beul,
Maure,
Vanderom,
Savry,
Mauve,
C. Col,
The collection will be on FREE EXHIBITION day and
evening until sale.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHEBNUT Street, (Girard Row).

No. III7 CHESNUT Street, (Girard Row).

WORKS OF ART.
INPORTANT SALE OF
BARON CARL. VON BUDENBERGH'S
SUPERB COLLECTION OF MODERN PAINTINGS,
On TUESDAY and WEDNESDAY EVENINGS,
Feb. 1 and 2 at 7½ o'clock.
We have received instructions to sell this splendid collection of modern Paintings, just arrived from Europe, and never before exhibited, purchased at great expense from the late expositions of Berlin, Dresden, Munch, Paris,
Dusseldorf, and Brussels, comprising, among others, some superb cabinet pictures for the embellishment of drawing rooms and parlors. Many of these are from the best masters of Europe, and deserve attention from commisseurs and lovers of set.

The following are some of the artists represented:
Keckock,
Hodander,
De Voj,
Nordouberg,
Van Diegham,
Vogt,
Leempatton,
Grim,
Jernberg,
Kos,
Fanerholt,
Feorebaart,
Spohler,
Dessan,
Kruseman,
Kruseman,
Kruseman,
Kruseman,
Le Costy,
Janisan.

Kruseman Schasklet,

Kreutzer, Musin, Schasklet,
Le Costy, Grob, Janjsens.
The owner has ordered this very valuable collection of paintings to be neremptorily sold, without the least reserve. Open for exhibition on Wednesday morating, at Sort's Art Gallery, No. 1117 CHESNUT Street.
Also, a private collection from a well known connoisseur. Included is a portrait of George Washington, by Gibbert Stewart: also, a portrait by the same artist.
The following artists are represented:

C. Lindoman,
P. Nicolei,
H. C. Bispham,
Litschaur,
Litschaur,
H. Parton, and others.

BUNTING, DURHOROW & CO., AUCTION-BERK Nos. 222 and 214 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

OFENING EPRING SALE OF 2000 CASES BOOTS, SHORS, HATS, ETU.
On Tuesday morning,
February 1, at 10 o'elock, on four months' credit, including men's, boys', and youths' calf, kip, and buff leather boots: line grain long-leg dress boots, Congress boots and haimerals; kip, buff, and polish grain brogans; women's, misses', and children's roat, morucco, kid, and enamelled balmorals: Cougress gaiters; Iace boots, lasting gaiters, ankle-ties, travelling bags, metallic overshoes, etc.

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

128 64

A. McCLELLAND, AUCTIONEER No. 1219 CHESNUT STREET.

ture at dwellings.
Public sages of Furniture at the Auction Rooms, No.
1219 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
[I 13]
N. B.—A superior class of Furniture at private sale. THOMAS BIRCH & SON, AUCTIONERS ON AND COMMISSION MERCHAN'S, No. 1116 CHESNUT Street, rear entrance No. 1107 Sansom street.

GREAT SALE OF FINE SHEFFIELD PLATED WARE, Pearl and Ivory Handle Table Cutlery, Boheminn Glass Vasse, Brunze Eight-day Clocks, etc.

On Wednesday Morning and Evening.

At 10% o'clock A. M. and 7½ P. M., at No. 1110 Chesnut street, will be sold a large assortment of Elegant Sheffield Plated Ware, just received from JOSEPH DEAKIN & SONS; consisting in part of —Meat dishes; oyster turcons; guld-lined tea and coffee sets; wine sets; dinner and breakfast castors; cake baskets; butter dishes; pickle estem, spoon holders, etc.

CUTLERY—Also, a large assortment of balance handle table and tea knives, with atsels and carvers to match.

Also, spoons and forks of tvarious patterns, plated on nickel.

C. D. McCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24]
Re. 200 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street. WIREGUARDE

FOR STORE FRONTS, ASYLUMS, FAC TORIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornament, Wire Work, Paper-makers' Wires, and every varie-

of Wire Work, manufactured by M. WALKER & SONS No. 11 N. SIXTHStreet.

No. 27 NORTH WATER STREET, PHILADELPHIA. SELIS CAPTELL. JET GOODS, NEWEST STYLES DIXON'S,