In the completion of the difficult and delicate task of restoring the royal church of St. Denis will lie M. Viollet-Leduc's chief claim to consideration as an able and clever architect. The undertaking was one demanding the greatest possible care, judgment and labor, and M. Viollet-Leduc has brought all these to bear, with a result that leaves nothing to be desired. It was not merely question of replacing displaced tombs, raising fallen columns, and mending sta-tues, but the notions of former governments had evidently been very vague and indistinct on the subject of 'restoration,' and those notions had all tended to spoil St. Denis rather than to improve it, so that it has been now necessary to destroy much before the work of restoration could be Yet it was this disfigured church that was the glory of the sight-seers of the reigns of Louis the Eighteenth, Charles the Tenth, and Louis Philippe! The lightness and elevation of its dome were vaunted by our fathers, yet its flooring had been raised more than a yard above the ground, to avoid damp; its windows had given place to mediaval portraits of kings and abbes, whose likeness to the originals was very doubtful; and its tombs had been removed into a dark, damp crypt, exposed to the indiscretion of visitors. There were columns, statues, and busts—some among them of persons who had never been buried at St. Denis—all unchronologically and incorrectly arranged. The St, Denis of to-day presents a very indifferent appearance, even in its unfinished state.

The royal mausoleum stands before us, brilliant in renewed beauty and freshness, and carries us back at once to the days of its past glory. With this difference, however, that it is now less a mausoleum than a museum. M. Georges d'Heilly, in a very interesting account lately published in Paris of the extraction of the royal coffins from St. Denis in 1793, says:- "Death no longer surrounds us when visiting St. Denis. The tombs which once sheltered the bodies of our kings are empty, many of them re-made, the ashes of Dagobert and Henry the Second thrown to the winds, and their bones burnt in quick-lime. The fault, therefore, of this admirable restoration is that the royal church is no longer a church, nor a necropolis. It is simply a museum which we visit, as we visit the Louvre, and the difference between the old tombs, painted windows, and chapels of the past, and those of the present, which are the work of M. Viellet-Leduc, is the difference which exists between an admirably executed copy and an utterly lost original, "On the 31st of July, 1793, at a sitting of

the convention, Barrere, in the name of the Comite du Salut Public, read a paper in which he proposed that the anniversary of the 10th of August—the day on which the throne had been levelled—should be celebrated by the destruction of the royal tombs of St. Denis, the sumptuousness of which, he argued, was vanity tending to the flattery and glory of monarchy. The convention unanimously gave assent to the proposition, and the work of destruction commenced on the 6th and finished on the 8th of August, to the end that on the 10th it might be publicly announced that the great and just act had been accomplished, and that it only now remained to open the coffins and disperse the remains of the royal tyrants, which would be effected as soon as circumstances permitted. Accordingly, in the following October commenced the opening of the coffins-the first being that of the great Turenne. The shape of his body was well preserved, and his features were very little altered. He appeared like a dried mummy of a light shade of bistre. A large opening was then made in the vault in which lay the Bourbon princes and princesses, and the coffin of Henri the Fourth was discovered. His body was perfectly preserved and his face recognisable. At the moment of opening, an enthusiastic soldier threw himself before the corpse, and, after a cut off a lock of his beard, which he held to his own lip, crying in loud tones: - 'And I also am a French soldier! And I am hence forth sure of conquering the enemies of France and marching to victory.

"On the same day, 14th of October, the other members of the House of Bourbon, to the number of forty-seven, were taken out of their coffins. The body of Louis the Thirteenth was whole, and surprisingly well preserved; he was recognisable by his moustache, called a la royale, which remained intact The body of Louis the Fourteenth was black as ink, and the skin shiny. The coffin of Louis the Fifteenth was opened at the entrance to the pit, which had been dug ready for the reception of the royal remains in the court-yard of the church where formerly stood the beau-tiful chapel of the Valois. This chapel was destroyed in 1719, being unsafe; but some of its finest remains, consisting of arched columns, etc., are to be seen at the present day in the Parc Monceaux. The body of the royal lover of the Du Barry was entire, and well band-aged: the skin white, the nose violet; some portions of the trunk, red. It floated in water formed by the dissolving of the sea salt in which it had lain. The bodies of the other princes and princesses were in a state of liquid putrefaction, and gave forth a black and thick vapor, the odor of which burnt vinegar and gunpowder hardly dissipated. The intestines of the illustrious dead were placed in leaden vessels attached to the iron trestles that supported the coffins, which were also of lead. The whole was despatched to the melter's, after the contents had been

emptied into the pit. In the vault of Charles the Fifth several members of his family had been buried. In his coffin, besides some dried bones, were a crown and sceptre of gold and a hand of Justice beautifully carved in silver. In the coffin of Jeanne de Bourbon, his wife, were the remains of a crown, a gold ring, a spindle in gilt wood half eaten away, and some pointed shoes covered with gold and silver embroidery. Part of a crown and a gilt sceptre were also found in the coffins of Charles the Seventh and his wife Marie d'Anjou. The tomb of Henri the Second held nine coffins, containing the bones and decomposed remains of the princes and princesses of his line. Louis the Tenth had no coffin. His body had been simply placed in a stone hollowed into the form of a trough, and lined with plates of lead. Bones, and part of a sceptre and brass crown, were found in it much rusted. Charles le Chauve had been placed in a similar receptacle, as had also Philippe-Auguste. In the coffin of the latter nothing but dust was found. The body of Louis the Eighth was enveloped in a leather sack. beside which was part of a wooden sceptre, a diadem of gold tissue, and a satin cap. Philippe le Bel was in a stone coffin—an entire skeleton; a gold ring was on one of his fingers, and beside him lay a diadem of gold tissue, and a brass gilt sceptre. A statue of Dagobert stood in front of his tomb, and this the workmen were obliged to break, in order to get at the coffin. In the tomb was a wooden coffer two feet long, containing the bones of Dagobert and of Nantilde, his wife. These remains were wrapped

in some silken stuff, and separated one from the other by a plank, dividing the coffer in two. The head of the queen was missing; that of the king was complete, even to the teeth, The skeleton of Duguesclin—buried by favor at St. Denis-was found intact in a lead coffin, the head perfect, and the bones wonderfully white The vault of Francois the First contained six coffins. All the bodies were in a state of liquid putrefaction, and a sort of black water issued frem the coffins during their carriage to the pit. The body of Fran cois himself was of extraordinary stature and build. In the coffin of Philippe le Long was his complete skeleton, clothed in royal robes. On his head was a gold crown, enriched by precious stones; his mantle was decorated with gold and silver. After the completion of the ghastly work at St. Denis, the coffin of Madame Louise, daughter of Louis the Fifteenth, was fetched from the Carmelite convent of which she was superior. Her body was in the dress of a Carmelite nun, and in a state of putrefaction. It was taken to the Cemetery of Valois, and thrown with the rest into the fosse commune. On the 12th of October a grand ceremony and procession took place, in order to transport the gold and treasure found at St. Denis, with becaming dig. nity, to the Convention Nationale." In this way revolution scattered the trea-

sured dust of kings !- All the Year Round.

## RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad 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 Wainut streets cars run within one square of the Depot.

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

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

TRAINS LEAVE EPOT, VIZ. :-	
Mail Train 80	0 A. M
Paoli Accommodat'a 10.30 A. M., 1.10 and 6.5	P. M.
Fast Line and Eric Express 11 18	A. M.
	P. M.
	P. M.
Parkesburg Train 5'30	P. M.
	P. M.
Erie Mail and Pittsburg Express 948	P. M.
	A. M.
Pacific Express 12-0	night.
Erie Mail leaves daily, except Sunday, runr	
Saturday night to Williamsport only. On !	
night passengers will leave Philadelphia at 8 c	

night passengers will leave Philadelphia at Sociock
Pacific Express leaves daily. Cincinnati Express
daily, except Sunday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and bagginge delivered by 5 P. M., at No. 116
Market street.

ı	BLINE KES BILL COM	
ļ	TRAINS ARRIVE AT DEPOT, VIZ. :	
ı	Cincinnati Express3-10 A	M.
l	Philadeiphia Express	
ı		
ŀ	Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 F	M
ŀ	PROIL ACCOMMODINATION & 20 No May to 40 Band 6 20 L	
l	Parkesburg Train910 A	
۱	Fast Line 940 A	м.
١	Lancaster Train	
ı	Erie Express	M.
ı	Southern Express	M.
١	Lock Haven and Elmira Express	M.
١	Pacific Express 4-95 I	M.
ı	Pacific Express	w
ı	Hittisoutk Accommodaton, conferto	<b></b> ,
	For further information, apply to	

JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK; Ticket Agent, No. 116 MARKET Street, BAMUEL H. WALLACE, Ticket Agent at the Depot.

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

by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing

ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations.

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

mington with train for New Castle. mington 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, Ekton, 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 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., 1:20, 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 4:39 P. M. trains for Baltmore Central Religence.

From Baltimore to Philadelphia—Leave Baltimore 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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eiston, Newark, Stanton, 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 4:30 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 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 ORLKANS, MEMPHIS, NASHVILLE, ATLANTA, 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 CHESNUT Street, Masonio Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphia.

FIRE AND BURGLAR PROOF SAFE J. WATSON & SON, Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF SAFE STORE NO. 53 SOUTH FOURTH STREET.

A few doors above Chesnut st., Philas SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STRAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and Brass Work constantly on hand. All work promptly attended to.

All work promptly attended to.

Galvanized Tube for Cemetery Lots furnished. 11

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Pailadelphia to New York and Way Places.

New York and Way Piaces,

FROM WALNUT STREET WHARF,

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

At 8 A. M., via Cam. and Jersey City Ex. Medi... 8:00

At 2 P. M., via Camden and Amboy Express... 3:00

At 6 P. M., for Amboy and intermediate stations.

At 6:20 and 8 A. M. and 9 P. M., for Freehold.

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

At 8 and 10 A. M., 13 M., 2, 3:30, and 4:30 P. M., for Trenton. Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:20, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

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 At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for chenck's and Eddington.

At 7:30 and 10:40 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.

\*\*PROW WSST PHILADRIPHIA DEPOT.\*\*

Via Connecting Rallway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. 83:45.

At 11:30 P. M., Emigrant Line. Fare, \$2.

At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., for Trenton. At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for At 19 P. M. (Night), for Morrisville, Tullvtcwn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

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

A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:50 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 8 P. M., from Kensington Depot, for Lambertville and intermediate stations.

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

PEMBERTON AND HIGHLISTON ROADS.

FROM MARKET STREET PERRY (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 Maddord. Medford.

At 7 and 10 A. M., 1, 8:20, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightatown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-

TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. FOR GERMANTOWN.

1, 2, 3\forall, 3\forall, 405, 435, 5, 5\forall, 6, 6\forall, 7, 8, 926, 18, 11, 12 A. M.,

P. M. P. M.
Leave Germantown at 6, 6-85, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 8-50, 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% Leave Germantown at 815 A. M., 1, 3, 6, and 914 P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 920, and 11 F. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40,

1649 Cheshut Hill at 7:50 A. M., 140 A. M., 140, 540, 649, 840, and 1040 P. M.
ON SUNDAYS,
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 1240, 540, and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1¾,
3, 4, 4½, 5½, 6½, 8×05, 10×05, and 11½ P. M.
Leave Norristown at 5×40, 6×25, 7, 7¼, 8×50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 6, 7½, 9, and 11×05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8×05, 10×05, and 11½ P. M.
Leave Manayunk at 6·10, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6½, 8×00, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 7½ A. M., 1½, 6, and 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia at 7½ A. M., 4½, P. M.

Leave Philadelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—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.

WINTER ARRANGEMENT.

Takes effect November 22, 1862.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8:00 A. M. (Express) for Bethlehem, Allentown, Manch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

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

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

At 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 For Abington at 145, 520, and 8. P. M. For Lansdale at 620 P. M. Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Railways run to the nev Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2-15, 4-40, and 8-25 P. M. From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M. From Lansdale at 7-30 A. M. Fort Washington at 9-25, 10-35 A. M., and

2·10 P. M.
From Abington at 2·35, 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.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry). 15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.

3-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

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

commonation.

Freight train for all stations leaves Camden dally, till o'clock, noon. Freight received in Philadelhia at second covered wharf below Walnut street.

Freight delivery at No. 228 South DELAWARE Avenue. Commutation tickets at reduced rates between

Philadelphia and all stations.

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

LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS. No. 300 SORTH WHARVES No. ST NORTH WATER STREET,
FRILADRIPHIA
ALMANDES G CATTER.

RAILROAD LINES.

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

WINTER ARRANGEMENT
Of Passenger Trains, December 29, 1869.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate
stations, and Allentown. Heturaing, leaves Reading at 6:25 P. M.; arrives in Philadelphia at 9:35 P.M.
MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc. WINTER ARRANGEMENT

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 720 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 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 inter-

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

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

delphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at \*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 13-20, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadelstations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted.

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

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

COLEBROOKDALE RAHLROAD.

Passengers for Mt. Pleasant and intermediate points

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 THE WEST.

Leaves New York at 9 A. M. and 5-00 P. M., passing Reading at 1-45 and 10-05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitlmore, etc.

Returning Express train leaves Harrisburg on ar-Returning Express train leaves Harrisoning on arrival of Pennsylvania Express from Pittsburg at 525 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 Pitts-

these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 5:10 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 1:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:30 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:35 A. M. and 2:20 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 lickets 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 Potistown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Pottatown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. disbetween any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, be tween all points, at \$52 to each, for families and 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 Phasdelphia to EXCURSION TICKETS from PhRadelphia 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 the property of th or the principal stations only at 2.15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 2.5 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, on, Harrisburg, Pottsville, Port Clinton, and

points beyond.

BAGGAGE.—Dungan's Express will collect bag-

gage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets. WEST CHESTER AND PHILADELPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7:45 A. M., 11:00 A. M.,
2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M.
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 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 arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M Leave West Chester for Philadelphia at 7-55 A. M. WILLIAM C. WHEELER, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 16, 1869, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— westward.

MAIL TRAIN leaves Philadelphia... 5-35 P. M.
Williamsport... 7-40 A. M.
ERIE EXPRESS leaves Philadelphia... 11-40 A. M.
"Williamsport... 9-00 P. M.
"Arrives at Eric... 10-00 A. M.
ELMIRA MAIL leaves Philadelphia... 7-50 A. M.
"Williamsport... 6-00 P. M.
"Arrives at Lock Haven... 1-20 P. M.
EASTWARD.

Williamsport..... 9-25 P. arrives at Philadelphia.... 6-20 A.

Williamsport. 9-25 P. h
arrives at Philadelphia. 6-20 A. h
ERIE EXPRESS leaves Erie. 400 P. h
Williamaport. 2-30 A. K
Williamaport. 2-30 A. K
Williamaport. 19-45 P. M
ELMIRA MAIL leaves Lock Haven. 8-60 A. M.
Williamsport. 9-45 A. M.
arrives at Philadelphia. 6-50 P. M.
BUFFALO EXP. leaves Williamsport. 12-25 A. M.
Harrisong. 5-20 A. M.
Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALYRED L. TYLER, General Superintention.

LORILLARD STEAMSHIP LINE POR

NEW YORK. BUNNING REGULARLY EVERY TUESDAY, THURS DAY, AND SATURDAY, AT NOON, would call attention of shippers to this

SPECIAL NOTICE. Great Reduction of Rates.

On opening of Spring Navigation the steamers of this line will run DAILY, at 5 cents per 190 lbs., 2 cents per foot, or % cent per gallan, ship's option.

JOHN F. OHL. No. 19 NORTH WHARVES. N. B .- Extra rates on small packages iron, metals, etc. FOR LIVERPOOL AND

QUEENSTOWN, Inman Line of Mail Steamers are appointed to sail as followed Steamers are appointed to sail as follows:
Lune, via Halifex, Tuesday, Feb. 8, at 11 A. M.
City of Washington, Saturday, Feb. 12, 1 P. M.
City of Baltimore, Saturday, Feb. 18, at 8 A. M.
City of New York, via Halifax, Tuesday, Feb. 22, 10 A. M.
City of Paris, Saturday, Feb. 30, at 1 P. M.
And each succeeding Saturday and jaiternate Tuesday,
rom Pier 45, North River.

RATES OF PASSAGE. BY THE MAIL STRAMER BAILING EVERY SATURDAY.
Payable in Gold.
Payable in Currency.
Ref Cabin. 8100 STRERAGE.
Ref London. 105 To London.
To Paris. 115 To Paris. PASSAGE BY THE TUESDAY STRAMER, VIA HALIFAX.

Payable in Currency. ### Payable in Currency.

### St. John's, N. F.,

### St. John's, N. F.,

### Branch Steamer.,

#### St. John's, Hamburg, Bremen, 

ONLY DIRECT LINE TO FRANCE THE GENERAL TRANSATIANTIO
COMPANY'S MAIL STRAMSHIPS
BETWEEN NEW YORK AND HAVRE, GALLING AT
BREST.
The splendid new vessels on this favorite route for the
Continent will sail from Pier No. 50, North river, every

in gold (including wine).
TO BREST OR HAVEK.
TO BREST OR HAVEK. PRICE OF PASSAGE

NORTH GERMAN LLOYD.—
STEAM BETWEEN NEW YORK AND BREMKN, VIA SOUTHAMPTON.
THE SCREW STEAMERS OF THE NORTH GERMAN LLOYD FUN regularly between New York, Bromen, and Southampton, carrying the United States, English, and Continental mails.
FROM BREMEN.
FROM BREMEN.
FROM BREMEN.
FROM NEW YORK.
EVERY SATURDAY Price of Passage from New York to Bromen, London, Harre, and Southampton.
First Cabin, \$120; Second Cabin, \$72; Steerage, \$30, Gold.
From Bromen to New York.
First Cabin, \$120; Second Cabin, \$72; Steerage, \$40, Gold.
These vessels take Freight to London and Hull, for which through bills of lading are eigned.
An experienced surgeon is attached to each vessel.
All letters must pass through the Post Office.
No Bills of Lading but those of the Company will be signed. Bills of Lading will positively not be delivered before goods are cleared at the Custom House.
Specie taken to Havre, Southampton, and Bromen at the lowest rates. For freight or passage apply to
OELEROMS & CO.,
1171

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST.
EVERY SATURDAY.
At noon, from FIRST WHARF above MARKET PHILADELPHIA, RICHMOND,

Street.

ThiROUGH RATES to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portemouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTGNOR, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety, and cheapness of this route commond it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

transfer.
Steamships insured at the lowest rates.
Freight received daily.
No. 128. WHARVES and Pier I N. WHARVES.
W. P. POETER, Agent at Richmond and Otty Point.
T. P. OROWELL & OO., Agents at Norfolk 611

FOR CHARLESTON,
SOUTH CAROLINA,
THE SOUTH, SOUTHWEST,
AND FLORIDA PORTS. PROMETHEUS.

Captain GRAY,
will leave Pier 17, below Spruce street,
On THURSDAY, February 17, at 4 P. M.
Comfortable accommodations for Passengers.
Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points South and Southwest, and with steamers to Florida ports.
Insurance by this Line ONE-HALF PieR GENT.
Goods forwarded free of commission.
Bills of Lading furnished and signed at the office.
For freight or passage, apply to
E. A. SOUDER & CO.,
Dock Street Wharf.

FROM CHARLESTON TO
FLORIDA, VIA SAVANNAH,—TRIWERKLY LINE.
The following steamers will leave
Charleston for Florida, via Savannah, three times a week,
after arrival of the New York steamships and the Northcenters Railwad train. estern Railroad train:
PILOT BOY (Inland Route), every SUNDAY MORN-PROTECT THE PROPERTY TURSDAY EVENING at 8 o'clock, DIOTATOR, every TURSDAY EVENING at 8 o'clock, CITY POINT, every FRIDAY EVENING at 8 o'clock. Through tickets to be had of all Charleston and Savan nah Steamahip Line Agencies in New York.

Agents at Charleston.

L. J. GUILMARTIN & CO., FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL. MALL STEAMSHIP COMPANY.
Regular Mail Steamers saling on the

23d of overy month:

MERRIMAUK, Captain Wier.

SOUTH AMERICA, Captain E. L. Tinklepaugh.

NORTH AMERICA, Captain G. B. Sloeum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de

anciro, going and returning.

For engagements of freight or passage apply to

WM. R. GARGISON, Agent,

14 No. 5 BOWLING GREEN, New York. FOR NEW ORLEANS DIRECT.
THE CROMWELL LINE.
Steamships of this Line will leave Pier
No. 9, North River, at 3 o'clock P. M. on

No. 9, North River, at 3

North River, at 3

No. 9, North River, at 3

No

U. S. MAIL TO HAVANA.—
ATLANTIO MAIL STRAMSHIP OO.
sailing regularly EVERY THURSDAY
at 3 o'clock P. M., precisely, from Pier
MORO CASTLE, Captain R. Adam.
COLUMBIA, Captain E. Van Sice.
EAGLE, Captain M. R. Greene.
For freight or passage apply to
S. G. WILEELER, JR., President,
No. 5 BOWLING GREEN, New York. NEW EXPRESS LINE TO NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chespeake and Delaware Canal, with connections at Alexandria from the most direct route for Igneburg, Bristol, Knozville, Nashville, Dalton, and the Routhwest.

Steamers leave regularly every Saturday at noon from the first whari above Market street. Ereight received daily. WILLIAM P. OLYDE & CO.,
No. 14 North and South wharres.
HYDE & TYLER, Agents, at Georgetown; M.
ELDRIDGE & CO., Agents at Alexandria, 61

NOTICE .- FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after
the 5th of March. For freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
No. 523 South Wharves.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy six inches, with Paulius, Belting, Sail Twine, etc.

JOHN W. EVERMAN, 102 ORUGUE Street (Gity Stores.

AUGTION BALES.

M. THOMAS & SONS, NOS. 139 AND 142 Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth

Sale at the Auction Rooms, Nos. 123 and 181 S. Pourish street.

SUPERIOR WALNUT PARLOR, GHAMBER, LA. RRARY, AND DINING-REOM FURNITURE. MATTRESERS, FRATURE, REDS., ORINA AND GLASSWARA, STOVES, CARPETS, ETC.

On Thursday Morning.

February 18, at 8 o'clock, at the auction rooms, by estaticque, a large assortment of superior household furniture, comprising walnut parlor furniture; library and dining-room furniture; three elegant walnut chamber walnut wardrobes; sideboards; extension, centra, and bonaint mattresses; feather beds, boliters and pilasware; superior office furniture; gasoom suming and cooking stoves; large assortment of weeden ware, carpets, etc.

Also, 3 handsome walnut parlor suits, covered with green plush and rops. reen plush and reps.
Also, pair solitaire diamond ear-rings. 2 8 24

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 529 OHESNUT Street, rear entrance from Mines. A CHOIGE COLLECTION OF MODERN OIL PAINT-INGS AT A UCTION.

On Thursday and Friday Mornings and Evenings.
Feb. 10 and 11, at 11 and 75 o'clock each day, will be sold, at the auction rooms, No. 222 Chesnut street, without reserve or limitation, a large and choice collection of Oil Paintings. Many of the pictures are by artists of as knowledged merit, among whom may be named E. G. Coates, J. M. Celverbouse, Paul Ritter, George G. Hartwick, Professor Jacobs, Somers, and others of equal celebrity. The subjects are varied and desirable, including landscapes, marine views, fruit, cattle, game, views from nature, etc. The public is respectfully invited to exemine the collection, which will be on exhibition three days previous to sale, when descriptive catalogues will be ready.

BUNTING, DURBOROW & CO., AUCTION-EARS, Nos. 252 and 254 MARKET Street, corner of Bank street. Successors to John B. Mysrs & Go.

OPENING SPRING SALE OF BRITISH, FRENUH,
GERMAN, AND DOMESTIO DRY GOODS.
On Thursday morning,
Feb. 10, at 10 o'clock, on four months' credit.
ALSO,
By order of Sheriff, for cash, the stock, office furniture,
etc., of a jobbing notion house; and, at our action roome,
the fixtures in the second story of store No. 2 Strawberry
street.

ALSO, blankets, army goods, almorals, cassimeres, shirts and drawers, liemp carpets,

ctc.
200 dozen linen cambric handkerchiefs.
200 dozen weven and attoched linen shirt-fronts.
800 pounds Caldwell's standard machine thread.
25 cases Isish shirting linen.
20 cases Barnsley ducks, drills, crash. etc.
Full lines woollens, Italian cloth, drap d'etc, etc.
Also, dress goods, shawis, clothing, travelling shirts, hoop skirts, notions, etc.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
Feb. II, at II e'clock, on four monthe' credit, about me pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. SALK OF 2000 CASES BOOTS, SHORS, TRAVEL-LING-BAGS, ETC., On Tuesday Morning, Feb. 15, at 10 o'clock, on four months' credit.

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sansom street,

Sale at No. 1110 Chesnut street.

ELEGANT WALNUT PARLOR AND CHAMBER SUITS OF FURNITURE, Fine Carpets, French Plate Mantel and Pier Mirrors. Rosswood Plano fortes, Beds and Mattresses, Library Suits and Bookcases, Fire-proof Chest, Sewing Machines, Silver Plated Ware, China, Glass, etc.

A, MCCLELLAND, AUCTIONEER, No. 1919 CHESNUT STREET,

ture at dwellings.
Public sates of Furniture at the Auction Rooms, No.
1219 CHESNUT Streect, every Monday and Thursday.
For particulars see Public Ledger.
Il 13
N. B.-A superior class of Furniture at private sale.

C. D. McCLEES & CO., AUCTIONEERS LARGE AND ATTRACTIVE SALE OF BOOTS,
SHOES, BROGANS, ETC.
On Monday Morning.
Feb. 14, at 10 o'clock, including a large line of Ladies',
Misses', and Children's city-made goods, to which we invite the attention of the Trade.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [1] 34 6
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

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

CROCERIES AND PROVISIONS. DAVIS' CELEBRATED HAMS.

JUST RECEIVED.

ALBERT C. ROBERTS, Dealer in Fine Groceries. Corner ELEVENTH and VINE Streets.

MICHAEL MEAGHER & CO., No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in

PROVISIONS, OYSTERS AND TERRAPINS, Stabler's Katra Canned CORN.

"PRAS.
"PRAS.
"PRACHES,
Maryland Canned TOMATORS,
Kritz Canned ASPARAGUS,

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND

MARERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been acclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the unblic as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sots of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilem of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Boil Turning Serew Cutting, and all other work connected with the above business. Serow Cutting, and all other work connected with the above business.

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

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

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADEL PHIA MERRICK & SONE MERRICA & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and
Railrong Stations, etc. Railroad Stations, etc. Retorts and Gas Machinery of the latest and most improved construction.

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

gines, etc.
Sole Agents for N. Billeux's Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Drain-GIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Place, Etc., PHILADELPHIA, PA. WORKS,
TWENTY-THIRD and FILBERT Stroots. OFFICE, No. 42 North FIFTH Street

STOVES, RANGES, ETO.

THOMSON'S LONDON KITCHENED OF EUROPEAN RANGE, for families, hotels, c public institutious, in TWENTY DIFFERENCE SIZES, Also, Philadelphia Ranges, Hot-Air Fyrnaces, Portable Heaters, Low-down Grates, Pirobourn Stoves, Bath Bollers, Staw-hole Plates, Boilers, Cooking Bioves, etc., wholesale and retail, by the manufacturers, BHARPE & THOMSON, SHARPE & THOMSON, No. 200 N. SECOND Sirees.