## THE VETO.

Clovernor Genry's Veto of the Metropolitan The following is the complete message of the Governor, of which we yesterday printed

EXECUTIVE CHAMRER, HARRISHURO, Feb. 10 EXECUTIVE CHANGER, HARRISHORG, Feb. 10, 1876—TO SENATE AND HUUTEL—Jointlemen: Having carefully considered Senate bill No. 20, entitled "An act to provide for the appointment of a Metropolitan Police for the City of Philacelphia," and although actuated by a sincere desire to conform my action in regard to it to that of the General Assembly, I am constrained to withhold the Executive sauction, and proceed to the constitutional dure of

sanction, and proceed to the constitutional duty of giving my reasons for disapproving.

In the first place, the title is not in conformity with the Streetion of the lith article of the constitution, which declares that "no bill shall be passed by the Legislature containing more than one subject, which shall be clearly expressed in the title." As I read the bill, one of the most important features as the election of five police commissioners, and yet this idea is neither cicarly expressed nor even remotely indicated by the title.

Another objection to the bill is, that the whole sixteen pages are jumbled together into one section. It is usual and proper to divide bills of such length into sections, each embracing some marked feature, and to have the sections arranged according to some natural order. Although this is only a matter of form, I am aware of no good reason for this departure from usage and utter disregard of all sound precedent.

Much has been said about the character and inefficiency of the police of Philadelphia, and I am rully persuaded many of them are not such as the good order of the city demands. But whilst this is an acknowledged evil, and a proper subject for legislative consideration, I more than doubt the wisdom of the remedy proposed by this bill. It is marriest, however, that it is a most important one, and that it contemplates an entire revolution in this hypers of city appearant.

and teat it contemplates an entire revolution in this branch of city government.

The constitutional authority of the Legislature, in a period of profound peace, to create a power such as is contemplated by the metropolitan police bill, to operate over the whole State or any part thereof, is a question of great magnitude, and one which, under a republican form of government, demands actious consideration, as it involves inherent and indefeasible rights and other fundamental principles in a government established for the benefit and happiness of the people.

The bill under consideration is fraught with momentous consequences to the citizens of Philadelphia and of the State; and the position that the power can be taken away from so large a portion of the people of Pennsylvania, without their consent, for a period of years, and lodged in the hands of six persons, is to me extraordinary, untenable, and in violation of the spirit, meaning and intent of the first and second sections of the twelfth article of the Constitution. The second section declares that all power is inherent in the people. All free governments we founded on their authority and instants. all power is inherent in the people. All free governments are founded on their authority and insti nted for their peace, safety and happiness. The Constitution sets forth in such plain and unequivo-cal terms the principles upon which a republican government shall be conducted, that comment

would be superfluous, and would rather weaken than strengthen the case.

If there exists any right or authority in the Legislature to concentrate power in a few men for a term of years, then it must be admitted that they have the right to do it for a number of years, or to make

it a perpetuity.

To recognize the right to legislate thus specially for one city is virtually to acknowledge that the Legislature has authority to make similar enactments in every other city, borough, village, county and township within the State, and that, by the and fownship within the State, and that, by the same reasoning. Congress possesses like power to legislate for the different States, chact a grand metropolitan police bill, and secure plenary, executive, legislative and judicial powers in the hands of a few persons, and thus exclude the masses of the people from all participation in the government of themselves. I must confess that I am entirely unprepared to sanction any legislation so mischievous in its tendencies and so anti-republican in its cha-racter, and which is calculated to uproot and deracter, and which is calculated to uproot and de-stroy the dearest principles and privileges of the people which underlie the institutions of our well-regulated commonwealth. Justice and the dictates of sound public policy require that the citizens of every political and corporate division, however great or small, should be permitted, as an inherent right of self-government, without "officers inter-meddling" from any quarter, to manage their own local affairs in their own way, through officers se-lected at the ballot-box by themselves. In remarking upon this subject I have elsewhere said, "The great principle, then, upon which our free institutions rest is the unqualified and absolute sovereignty of the people; and constituting as that

free institutions rest is the unqualified and absolute sovereignty of the people; and constituting as that principle does the most positive and essential feature in the great charter of our liberties, so it is better calculated than any other to give elevation to our hopes and dignity to our actions. So long as the people feel that the power to elect their own officers and administer their own government abides in them, so long will they be impressed with that sense of security and that dignity which must ever spring from the consciousness that they hold within their own hands a remedy for every political evil. a correction for every governmental abuse evil, a correction for every governmental abuse and usurpation. This principle must be upheld and maintained at all hazards and every sacrifice maintained in all the power and fullness, in all the breadth and depth, in its utmost capacity and sig-nification. It is not sufficient that it be acknowledged as a more abstraction or theory or doctrine, but as a practical, substantial, living reality, vital

in every part."

The city of Philadelphia, in order to pay the necessary expenses of her government, of her new, important and extended improvements, and the interest on her immense debt (now greater than that of the commonwealth), is not in a condition to increase her liability, and if she does, it ought to be with a pericet understanding for what purpose and

what amount. The salary of the Mayor, who now performs all the functions that are proposed to be placed in the hands of the Board of Police Commissioners, is \$4000, while the salaries of the six commissioners, at \$3000 each; one clerk at \$1500, and one at \$1000; at \$3600 each; one clerk at \$1500, and one at \$1000; a committing magistrate at the Central Station, say \$3000, and a clerk at \$1500; and that of the examining physician, \$3000, amount to the sum of \$28,000. To which may be added rents, stationery; printing and incidentals, at least \$22,000 more, making in all the sum of \$50,000 for salaries and expenses for the official department alone.

The bill says: "The said Board shall have entire control of all the police of the city, and shall have authority to increase the force of patrolmen, should they deem the same necessary; and it is hereby made the duty of the Select and Common Councils to appropriate sufficient money to meet the ex-

made the duty of the Select and Common Councils to appropriate sufficient money to meet the expenses of the Board and said force." This is in every respect the most perfect surrender of plenary powers of the many to the few that I have ever witnessed. Absolute control of the police. Power to increase the number at their pleasure; to ix the wages at any figure, without being subject to any

wages at any lighter, without being subject to any check or supervision from any source. Such powers are not exercised by the autocrat of Russia.

The City Councils and the people seem to be entirely ignored by the bill, except that "the Board shall from time to time submit to the Councils their estimates of the sums required for the payment of official salaries and expenses, and for the maintenance of the roller force." There is no

their estimates of the sums required for the payment of official salaries and expenses, and for the maintenance of the pelice force." There is no check or audit prescribed, and no matter what may be the sum required, the Councils must provide and appropriate the amount, and the people, already overburdened, must meet largely-increased taxation to supply the Councils with the necessary means to satisfy the demands of the Board, and after paying the \$50,000 before mentioned to set this "Trojan horse" upon its legs, and introduce it into Philadelphia, no one can estimate the increased expenses, and no one is to be responsible for the damages that may occur after its machinery has been fully set in operation.

The police force is also to be put upon a war tooting. Every applicant is to be submitted to an examination by "a properly qualified physician," and if not found entirely competent, and under 45 years of age, he must be rejected. Why should trusty, able-bodied men and experienced police-officers be excluded from the force, without regard to past services or present efficiency, merely because they are over 45 years of age." It is probably the first time in the history of the State that a man in civil life, who is otherwise suitable in avery respect, shall be prescribed when he may have served his country faithfully in her armies and attained the age of 45 years. This is monstrous injustice and estracism, which I trust will never meet the sanction of or be tolerated by a brave and generous people.

I have not had time to call your attention to the

sanction of or be tolerated by a brave and generous people.

I have not had time to call your attention to the provisions of this bill as fully as I could have desired, but I think that I have pointed out sufficient wrongs in this attempt to create such a force appointed by a concentration of the people's power into the hands of a few men chosen by Legislators from every part of the State, who are fully assured that their own constituents would not aubmit to any such inflictions of absolute government and taxation upon themselves for a single moment. This is the kind of legislation which, under pretence of securing peace, creates discontent, dissatisfaction and disturbance. It arouses in the bosom of every man who knows his own inherent rights the most determined opposition, and frequently the mest uncompromising hostility to every movement by which he perceives his liberty is abridged, and makes him wage a continuous warfare against all whom he conceives to be the enemies of liberty, whether open or concealed.

A republican government cannot long exist under partial and unequal laws, and to perpetuate this republic, with all the blessings which cluster around it, the State Legislature must enact laws

bearing alike upon all, with equal and exact jus-tice to all, without prejudice or partiality: A ma-jority in the State, undertaking to legislate to per-tainsted its power by the passage of law meequal, unjust and oppressive toward the minority, is not refublican in form, is not democrate in principle abounds soon sink into imperialism. For these and other reasons I cannot give the For these and other reasons I cannot give the Executive sanction to this, or any other act which has a tendency to take from the people any portion of their inherent rights. The election of every local efficer, charged with the futies of executive authority, or with the execution of the laws, should be submitted to a direct popular vote; and I can see no reason why the people of Philadelphia should be made an exception to this rule, and be deprived of the right of choosing, by their own votes, those who shall constitute the commissioners of police, as well as who shall be their Mayor, select and common councils, or their representatives in the

It is an elementary axiom that every government should have some responsible head, and in a republican government that responsibility should be to the people—the source of all political power.

Heretofore the Mayor of Philadelphia has occupied this position of trust and responsibility. To him the people looked, and had a right to look, for the proper execution of the laws and the preservation of the peace and good order of the city. If he has failed to meet their expectations they have their remedy at the hallot-box, and it is fair to presure they will avail themselves of if at the first lawful opportunity. Would it improve the existing condition of things to divide this responsibility among six commissioners, of whom the Mayor would be but one? To whom would they look for a proper discharge of duty? Hardly to the Legislature of the whole State, which changes annually. Not to the qualified electors of the city, for they did not elect them, and cannot, under the machinery of the bill, choose a majority of their successors for three years, nor a new board for five years. Divided responsibility in government is a political heresy, and nearly related to no responsibility. What kind of an army would that be which had six commanding officers, all of equal ratur? And what sort of a State administration would that be emanating from six Governors, all of equal power and suthority? And what good could be expected of that police organization which is to be governed by six equal and irresponsible commissioners? Legislature. It is an elementary axiom that every government

sioners?

If the people of Philadelphia desire a metropolitan police bill, let the commissioners be of their own choseing at the ballot-hox. Let them be "of the people, for the people and by the people."

To my mind these objections are insuperable, and the bill is therefore returned for further consideration.

JOHN W. GEARY.

## RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER S 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 Walnut 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

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE SPOT, VIZ. :-Mail Train. 600 A. M. 1000 A. M. 110 and 650 P. M. Paoli Accommodat's. 1000 A. M., 110 and 650 P. M. Fast Line and Eric Express. 1150 A. M. Harrisburg Accommodation. 200 P. M. Lancaster Accommodation. 410 P. M. Lancaster Accommodation. 410 P. M. Lancaster Accommodation.

Parkesburg Train..... Cincinnati Express.

Et ie Mail and Pittsburg Express...... ccommodation..... Pacific Express... Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sanday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118

Market street. THAINS ABRIVE AT DEPOT, VIZ. : TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express. 3-10 A. M.
Philadelphia Express. 6-20 A. M.
Erie Mail. 6-30 A. M.
Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M.
Parkesburg Train. 9-10 A. M.
Fast Line. 9-40 A. M.
Iancaster Train. 19-55 P. M.
Erie Express. 19-55 P. M.
Southern Express. 7-00 P. M.
Lock Haven and Kimita Express. 7-00 P. M.
Pacific Express. 4-25 P. M. Pacific Express.
Harrisburg Accommodation..... 9.50 For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,

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

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 8-20 A. M. (Sundays excepted

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), fc Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11:20 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolis.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 19-00 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 councers with Delaware Railroad for Harrington and Intermediate

ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:36 P. M. trains for Baltimore Central Religions.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
725 A. M., Way Mall; 925 A. M., Express; 935 P.
M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-Rast, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:— Philadelphia, Baltimore Central, and Chester Creek Raliroads:—
Leave PHILADELPHIA for POBT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Raliroad 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., 9:30 A. M., and 2:35 P. M.
On Saturday the 2:36 P. M. train will leave at 4:30 P. M.

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

HENRY WOOD,
11 1 President and General Superintendent.

GREAT SOUTHERN MAIL 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 711 OHESNUT Street, O. RENTON THOMPSON, Gen. Agent for Pailadelphi

RAILROAD LINES.

1869. Such Ambuy and Philadelphia and Tremoun Railroad Companies' lines' from Philadelphia and Tremoun Railroad Companies' lines' from Philadelphia to New York and Way Places.

PROW WALNUT STREET WHARF.

At 6-30 A. M., yis Caunder, and Amboy Accom. . \$755
At 6 A. M., vis Caunder, and Amboy Accom. . \$755
At 6 A. M., vis Caunder, and Amboy Express. . . 800
At 6 P. M., for Amboy and intermediate stations.

At 6 20 and 8 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton. Trenton.
At 620, 8, and 10 A. M., 12 M., 2, 8-30, 480, 8, 7, and 11-30 P. M. for Bordentown, Florence, Burungton, Beverly, and Delando.
At 6-30 and 10 A. M., 12 M., 8-36, 4-30, 6, 7, and 11-30 P. M., for Rögewater, Riverside, Riverton. Palmyra, and Fish Rouse, S. A. M. and 2 P. M. for Riverton.
The 11-30 P. M. line leaves Market Street Forry, toppers side.

At 7:30 A. M., 2:30, 2:26, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:20 and 5 P. M. for Morrisville and Trullstown. ullytown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations, FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 8:3:25.

At 11:30 P. M., Emigrant Line. Fare, \$3. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 19 P. M., At 7, 9'30, and 11 A. M., 4, 6'45, and 19 P. M. Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:30 A. M., 6:48 and 12 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAHLROAD LINES.

FROM KENSINGTON DEPOT.

At 7:90 A. M. for Niagara Falis, Buffalo, Dunkirk, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Sernton, Stroudsburg, Water Gap, Schooley's Mountain, etc. Scrinton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 530 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethiehem, etc.

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

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-50, 5, and 6-30 P. M., and
on Thursday and Saturday nights at 11-20 P. M., for
Merchantville, Moorestowu, Hartford, Masonville,
Hainesport, and Mount Holly.

At 7 A. M., 2-16 and 6-30 P. M. for Lamberton and
Meditord. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, and Pemberton.

At 10 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.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M.,
1, 2, 3\(\lambda\), 3\(\lambda\), 3\(\lambda\), 405, 405, 5, 5\(\lambda\), 6, 6\(\lambda\), 7, 8, 9-20, 10, 11, 12
P. M.

Leave Germantown at 6, 6-55, 716, 8, 8-20, 9, 10, 10-70, 12 A. M., 1, 2, 3, 3-50, 4-56, 5-56, 6, 6-56, 7, 8, 9, 10, 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 3-15 A. M., 1, 3, 6, and 93. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9-20, and 11 F. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11:40 A. M., 1-40,

1, 9-20, and 11 F. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11:40 A. M., 1-40, 3½, 5-40, 6-40, 8-40, and 10-40 F. M.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11-95 A. M., 1½, 2, 4, 4½, 5½, 6½, 8-05, 10-05, and 11½ F. M.

Leave Norristown at 5-40, 6-25, 7, 7½, 8-50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ F. M.

The 7½ A. M. Irain from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 F. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 2, 7½, 9, and 11-05 A. M., 1½, 5, 4, 4½, 5½, 6½, 8-05, 10-05, and 11½ F. M.

Leave Philadelphia at 3, 7½, 9, and 11-05 A. M., 1½, 5, 4, 4½, 5½, 6½, 8-05, 10-05, and 11½ F. M.

Leave Philadelphia at 7, 7½, A. M., 1½, 6, and 9½ F. M.

Leave Philadelphia at 7, 7½, A. M., 1½, 6, and 9½ F. M.

Leave Philadelphia at 7, 7½, A. M., 1½, 6, and 9½ F. M.

Leave Philadelphia at 7, 7½, A. M., 1½, 6, and 9½ F. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7, A. M., 1½, 6, and 9½ F. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7, A. M., 1½, 6, and 9½ F. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

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

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara 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 Railroads. At 1:45 P. M. (Express) for Bethlehem, Raston, Manch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. Manch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 500 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 7-30 and 10-45 A. M., and 11-30 P. M.
For Abington at 1-15, 5-20, and 8. P. M.
For Lansdale at 6-20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2 15, 4 48, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9 25, 10 35 A. M., and

From Fort Washington 310 P. M.
From Abington at 2.25, 6.45, and 9.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 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

HILLS CLARK, Agent. WEST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1968.

Leave Philadelphia, foot of Market street (Upper

Perry), at 8:15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedeaboro, and all intermediate stations.
3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
3-50 P. M., Passenger, for Bridgeton, Sziem, Swedesboro, and all intermediate stations.
5-30 P. M., Woodbury, Glassboro, and Clayton accommodation. commodation.

Freight train for all stations leaves Camden daily, at 13 o'clock, noon. Preight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 South DELAWARE Avenue. nutation tickets at reduced rates between iphis and all stations.

RATRA TRAIN FOR CAPE MAY.

Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent
September 16, 1969

A LEXANDER G. CATTELL & CO
PRODUCE COMMISSION MERCHANTS.
NA BE ACETH WHAEVES
NO. E NORTH WATER STREET,
PHILADRIPHIA
ALEXANDER G CATTELL
ALEXANDER G CATTELL

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

WINTER ARRANGEMENT
Of Passenger Trains, December 29, 1869.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphis, at the following hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-25 P.M.
At 8-18 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinepsove, Tainaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

port, Elmira, Rochester, Riagara Falia, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 750 A. M. train connects at RRADING with Rast 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 Baven, Emira, 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 2-20 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-15 P. 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 7-20 A. M., stopping at all way stations; arrives in Philadelphia at 6-20 A. M., and Reading at 7-20 A. M., stopping at all way stations; arrives in Philadelphia at 6-20 R. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

Trains for Philadelphia leave Harrisburg at 8-10 A.

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 2:08
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 6:25 P. M., arriving in Philadelphia at 9:36 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sandays excepted.

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3 15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4 26 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-90 F. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-46 and 5-15 P. M.

PERKIOMEN RAHLROAD,

Passengers for Schwenksville take 7-30 A. M., 12-30

PERKIOMEN RAILROAD.

Passengers for schwenksville take 7-20 A. M., 12-20 and 4-00 P.M. trains from Philadelphia, returning from Schwenksville at 8-06 A.M. and 12-45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7-20 A. M. and 4-00 P. M. trains from Philadel-phia, 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 1906 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Raliroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. urning Express train leaves Harrisburg on ar-

more, etc.

Heturning Express train leaves Harrisburg on arrived 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 12:00 noon, and 6:35 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAHLROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:50 and 11:50 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 2:40 P. M., for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

Tickets.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Beating.

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

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

The following tickets are obtainable only at the office of 8 Bradford, Transparer, No. 207 5

The following uckets 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, disount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles. tween all points, at \$52 50 each, for families and BEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-duced rates.

CLERGYMEN residing on the line of the road

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

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

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

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

FREIGHT TRAINS leave Philadelphia daily at 4 25 A. M., 12 30 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

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

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 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., 1.35 P. M., 4.50 P. M., and 6.35 P. M.
Train leaving West Chester at 8.06 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Medis;
leaving Philadelphia at 4.40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and R. C. Junction going Kast will take train leaving
West Chester at 7.45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4.40 P. M., and will change cars at
B. C. Junction. Philadelphia at a so P. M., and will change cars at B. C. Junction.

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

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M. and 200 P. M.

Leave West Chester for Philadelphia at 755 A. M.
and 400 P. M. WILLIAM C. WHEBLER, 4 109

Williamsport 7:40 A. M.

ERIE EXPRESS leaves Philadelphia. 11:40 A. M.
Williamsport 9:00 P. M.

ELMIRA MAIL leaves Philadelphia 7:60 A. M.
Williamsport 6:00 P. M.

ELMIRA MAIL leaves Philadelphia 7:60 A. M.

Williamsport 6:00 P. M.

EXPRESS 1.00k Haven 7:30 P. M. MAIL TRAIN leaves Erie.

Williamsport.....

Arrives at Philadelphia....

ERIE EXPRESS leaves Erie......

Williamsport.....  SHIPPING.

LORILLARD STEAMSHIP LIBS FOR

NEW YORK. RUNNING REGULARLY EVERY TURSDAY, THURS DAT, 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 ne will run DAILY, at 5 cents per 100 fbs., "I cents per

foot, or % pent per gallon, ship's option. 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 follows: hows:—
Lina, via Halifaz, Tuesday, Feb. 3, at 11 A. M.
Dity of Washington, Saturday, Feb. 13, 1 P. M.
Dity of Baltimore, Saturday, Feb. 19, at 8 A. M.
City of New York, via Halifaz, Tuesday, Feb. 23, 19 A. M.
City of Paria, Saturday, Feb. 35, at 1 P. M.
And each succeeding Saturday and falternate Tuesday, BY THE MAIL STRAMER SAILING FYREY SATURDAY.
Payable in Gold.
To London.
115 To London.
To Paris.
PABRAGE BY THE TURBDAY STRAMER, VIA HALIFAX.
ETREBAGE.

Payable in Gold.

Liverpool.

Liverpool.

Halifax.

St. John's, N. F.,

by Branch Steamer.

Fassengers also forwarded to Havre, Hamburg, Bremen, stc., at reduced rates.

Tickets can be bought here at moderate rates by persona wishing to send for their friends.

For further particulars apply d for their friends.
particulars apply at the Company's Offices.
O'DONNELL & PAULK, Agents.
No. 402 CHESNUT Street, Philadelphia.

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

PRICE OF PASSAGE

NORTH GERMAN LLOYD.—
STEAM BETWEEN NEW YORK AND
BREMEN, VIA SOUTHAMPTON.
THE SCREW STEAMERS OF THE NORTH
OF THE VORTE STEAMERS OF THE NORTH
HE, and Continental mails.
FROM BREMEN.—EVERY SATURDAY NORTH GERMAN LLOYD. HAN, AND LORUMENTAL MALIS.

FROM BRIMEN.

FROM BRIMEN.

FROM BUTHAMPTON.

EVERY TURDAY

FROM NEW YORK.

EVERY SATURDAY

Price of Passage from New York to Bremen, Landon, Bases

First Cabin, \$120; Second Cabin, \$72; Steerage, \$30, Gold.

First Cabin, \$120; Second Cabin, \$72; Steerage, \$30, Gold.

From Bremen to Non Inch.

First Cabin, \$120; Second Cabin, \$72; Steerage, \$30, Gold.

First Cabin, \$120; Second Cabin, \$72; Steerage, \$40, Gold.

These vessels take Freight to London and Hull, for which through bills of lading are signed.

An experienced surgeon is attached to each vessel.

All letters must pars 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, Southamptom, and Bromen at the lowest rates. For freight or passage apply to

OKLRICHS & CO.,

1171

No. 68 BROAD Street, N. Y.

PHILADELPHIA, RICHMOND,
AND MORFOLK STEAMSHIP LINE.
THE SOUTH AND WEST.
EVERY SATURDAY.
Street. At 3000, from FIRST WHARF above MARKET Street.

THROUGH RATES to all points in North and South Carolina via Scabboard Air Line Railroad, connecting at Portsmouth, and to Lonchburg, Va., Tonnessoe, and the West, via Virginia and Tonnessoe Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend 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.

ransfer.
Steamships insured at the lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier I N. WHARVES.
W. P. POETER, Agent at Redmond and City Point.
T. P. OROWKLL & CO., Agents at Norfolk 615

FOR CHARLESTON, FOR CHARLESTO
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 Passeagers.
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 PER CENT.
Goods forwarded free of commission.
Bills of Lading furnished and signed at the office.
For freight or passage, apply to
E. A. SOUDER & CO.,
285 Captain GRAY,

FROM CHARLESTON TO
FLORIDA, VIA SAVANNAH. TRIWEEKLY LINE.
The following steamers will leave
Charleston for Florida, via Savannah, three times a week,
after arrival of the New York steamships and the North-Ratiford train:
T BOY (Inland Route), every SUNDAY MORN-NG at 8 o'clock.
DIOTATOR, every TURNDAY EVENING at 8 o'clock,
DIOTATOR, every FRIDAY EVENING at 8 o'clock,
UITY POINT, every FRIDAY EVENING at 8 o'clock,
Through tickets to be had of all Charleston and Savanah Steamship Line Agencies in New York,
J. D. AIKEN & OO.,

L. J. GUILMARTIN & CO., FOR ST. THOMAS AND BRAZIL.—UNIPED STATISE AND BRAZIL MAIL STEAMSHIP COMPANY.

Regular Mail Steamers saling on the

MERRIMACK, Captain Wier,
MERRIMACK, Captain Wier,
SOUTH AMERICA, Captain F. L. Tinklepaugh.
NORAH AMERICA, Captain G. B. Slooms.
These splendid steamers sail on schedule time, and call
St. 'Jomas, Para, Pernambuco, Bahia, and Rio de
neiro, going and returning.
For engagements of freight or passage apply to
WM. R. GARRISON, Agent,
No. 5 BOWLING GREEN, New York.

FOR NEW ORLEANS DIRECT. FOR NEW ORLEANS DIRECT.
THE CROMWELL LINE.
Steamships of this Line will leave Pier
No. 9, North River, at 8 o'clock P. M. on
GROUGE WASHINGTON, Gager.
MARIPOSA, Kenable.
Freight taken for St. Louis. Mobile, and Galveston at
through rates. Cabin passage. 850.
For passage (first and second class) or freight apply to
For passage (first and second class) or freight apply to
No. 85 WEST Street.

U. S. MAIL TO HAVANA.—
ATLANTIC MAIL STFAMSHIP CO.,
sailing regularly EVERY THURSDAY
at 3 o'clook P. M., precisely, from Fier
MORO CASTLE, Captain R. Adam.
COLUMBIA, Captain E. Van Sice.
RAGLE, Captain M. R. Greene.
For freight or passage apply to:
S. G. WHEKIKR, Ja., President,
No. 5 BOWLING GREEN, New York.

NEW EXPRESS LINE TO

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapseke and Delaware Canal, with connections at Alexandria from the most direct route for Lynchings, Bristol, Knoxville, Kashville, Daton, and the Southwest.

Steamers leave regularly svery Saturday at noon from the first wharf above Market street:

Freight received daily.

WILLIAM P. OLYBE & CO.,

No. 14 North and South wharves.

HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria.

NOTICE .-- FOR NEW YORK, VIA NOTICE.—FOR NEW YORK, VIA
Delaware and Raritan Canal, SWIPTSURE
TRANSPORTATION COMPANY.—DESPATCH AND EWIFTSURE LINE.
The business of those lines will be resumed on and after
the 8th of March. For freightle, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
8 %
No. 123 South Wharvas.

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

1011 OHUEGH Street (Oity Stores.

AUDTION SALES.

M. THOMAS & SONS, NOS. 189 AND IAR

Sale No. SE N. Eleventh street.

Stip Erior Household Furniture, Carpets.

Ero. 12, at 10 o'clock, M. No. 83 N. Eleventh street, alove Brown, the entire household furniture, comprising walnut chamber furniture, cottage chamber suit. Brownels and other carpets chim and chamber suit. Brownels and other carpets chim and chamber suit.

May be examined on the morning of sale at a o'clock.

Feb. 15, at the Ezonaugo, at 12 o'clock nuce, will FRONT AND MIFFLIN, S. W. corner Half interest Slarge lot.

MARSHALL, Street, No. 458. Modern Brick Dwelling.

GROUND RENTS.—527, \$27, and \$55.

BROAD Street (North), Nor. 111 and 115. Brick Hotel.

DRLAWARE COUNTY (Pa.), Concord Townshipaluable Farm and Magnion and 178 acres.

THUBD AND CHERRY, S. W. corner. Valuable ironrout Store. ront Store.

REGAD Street (North), No. 1806 Elegant Residence, sith Stable and Conch-house.

SIXTEENTH AND CHRISTIAN, S. W. corner Residence, with Stable.

BROAD Street, north of Master street Valuable. NINETERNTH STREET (North), No. 623 Modern brick Residence.
EIGHTH AND JEFFERSON STREETS, N. W. overser-Store and Dwelling.
LOCUST STREET, Nos. 805 and 807—Two these-store brick Dwellings.

MOUNT VERNON STERRET, No. 1925 Modern brick
Residence BTREET, No. 2003 Modern brick Residence.
TWENTY SECOND AND MOUNT VERNOR
STREETS, S. E. corner-Modern three story brick Resi dance.

BRANDY WINE STREET, No. 2237—Brick Dwelling.

1 share Philadelphia Library Company.

1 share Ponnaylvania Academy of Fine Arts.

115 shares Schuylkiii Navigation preferred.

55 shares Bock Monutain Coal Company.

41 shares Contral Transportation Company.

25-shares Commonwealth National Bank.

24000 Connecting R. W. Co., 5 per cent.

160 shares Northern Liberties Gas Company.

MARTIN BROTHERS, AUCTIONERRS,—
(Lately Salemmen for M. Thomas & Sons.)
Ro. 529 OHESNUT Street, rear entrance from Mings.

Mc. 529 CHESNUT Street, rear entrance from Minor.

A CHOICK COLLECTION OF MODERN OIL PAINTINGS AT AUCTION.

On Thursday and Friday Mornings and Evenings.
Feb. 10 and 11, at 11 and 71; o'clock each day, will be sold, at the suction recens, No. 529 Chesnut street, without reserve or limitation, a large and choice collection of Oil Paintings. Many of the pictures are by artists of acknowledged merit, among whom may be named E. C. Coates, J. M. Culverhouse, Faul Ritter, George G. Rastwick, Frofessor, Jacobas, Somers, and others of equal collectivy. The subjects are varied and desirable, including laudscapes, marine views, fruit, cattle, game, views from nature, etc. The public is respectfully invited to as amine the collection, which will be on exhibition three days previous to sale, when descriptive catalogues will be ready.

BUNTING, DURBOROW & CO., AUCTION-D FERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Oc. SALE OF 2000 CASES BOOTS, SHORS, TRAVEL-LING-BAGS, ETC., On Tuesday Morning, Feb. 15, at 10 o'clock, on four months' credit. 29 St

THOMAS BIRCH & SON, AUCTIONERS
AND COMMISSION MERCHANTS, No. 1116
OHESNIPP Street, rear entrance No. 1107 Sanson street; A. MCCLELLAND, AUCTIONEER. No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Purat-Public sales of Furniture at the Auction Rooms, No. 1210 CHENUT Streed, every Monday and Thursday. For particulars see Public Ledger. It is N. B.—A superior class of Furniture at private este.

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 time 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, (U 34 5
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

COTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS.

No. 1117 CHESNUT Street, Girard Rows.

LIPPINCOTT, SON & CO., AUCTIONERES, GROCERIES AND PROVISIONS. DAVIS' CELEBRATED HAMS.

JUST RECEIVED.

ALBERT C. ROBERTS, Dealer in Pine 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 Extra Canned CORN.

"PRACHES.

Maryland Canned TOMATORS.

Extra Canned ASPARAGUS.

13

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND

PENN STEAM ENGINE AND

BOILER WORKS.—NEAFIR & LEVY

PRACTICAL AND THEORETICAL

MARKERS, BLACKSBITTHS, and FOUNDERS, having
for many years been in sweepseful operation, and been exclusively engaged in building and repairing Marine and
River Engines high and low pressure, from Hollers, Water
Tranks, I repellers, etc. etc., respectfully offer their secvices to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of potterns of different sizes, are propared to execute
orders with quick despatch. Every description of pattern
making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Fennsylvania Charcoal Iron. Forgings of all sizes and kinds,
fron and Brass Castings of all descriptions. Boil Turning
Seriew 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 goaranteed.

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

JACGB O, NRAFIE,

JACOB O. NRAFIR, JOHN P. LRVY, BEACH and PALMER Streets.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
FHILADRILPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boata, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and
Rallroad Stations, etc.
Retorts and Gas Machinery of the latest and most
improved construction.

improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vaccum Pans, October Trains, Defecators, Filters, Pumping Ragines, etc.
Sole Agents for N. Billeux's Sugar Bolling Appearatus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS. JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. TWENTY-THIRD and FILBERT Streets

No. 49 North FIFTH Street. CENT.'S FURNISHING GOODS. DATENT SHOULDER-SEAM

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWER'

made from measurement at very abort notice.

All other articles of GENTLEMEN'S DRESS WINCHESTER & CO., No. 706 CHESNUT Street. 11 9

PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!—WALL PAPERS
cheapest in the city at JOHNSTON'S Depot, No. 100
SPEING GARDEN Street, before Eleventh. Brassly, 100
FEDERAL Street, Damies, New Jersey.