Dead-heads of the Navy.

Some striking facts illustrating the marked tendency towards the multiplication of high offices, and the increase of rank and pay in the public service, are afforded by a com-parison of the Navy Register for 1860 with the same document for 1869, recently issued. Now that the question of relieving the Treasury by stopping the drafts upon it of a large number of army officers of high and low degree, whose services the country can well dispense with, is agitated, an inquiry into the number and rank of officers in the navy is especially pertinent. The navy has been always fortunate in getting through Congress the legislation it has desired. The knowledge of naval affairs possessed by Congressmen has usually been limited to what they could pick up in a junketing excursion in an admiral's yacht or a visit to the Navy Yard and a lunch at the house of the com mandant, so that it has been easy for officials to gain credence for their plausible showings of the necessity for more officers and higher rank. The result has been that the navy got itself loaded with rank during the war entirely disproportionate to its size and duties, and has kept what it got then ever since, there having been no reduction in the high grades when hundreds of vessels were sold or laid up to put the service upon a peace

In 1860, the highest officer in the navy was the senior captain. The title of Commodore was usually given by courtesy to an officer commanding a squadron, but there was no such rank provided for by law. Now there appear upon the list the names of one admiral, one vice-admiral, ten rear-admirals, and twenty-five commodores, and on the retired and reserved list eighteen rear-admirals and fifty-two commodores. These "retired and reserved" officers are by no means contented with their half pay. On the con-trary, some sort of duty has been found for fourteen of the admirals and twelve of the commodores, by which they are enabled to draw full pay, so that there are in fact twentyfour rear-admirals and thirty-seven commodores in service. The admiral has assimilated rank with the general of the army, the vice-admiral with the lientenant-general, rear-admirals major-generals, and commodores with brigadier-generals. There are, therefore, in service in the navy, thirty-six officers ranking with general officers of the army, which, estimating the whole naval force at ten thousand men, gives one such officer to every one hundred and fifty-eight men. In the army the proportion of general officers to men is about one to twelve hundred, and the whole number of general officers is but twenty-three. The only proper duty for an admiral is to com-mand a fleet, and for a commodore to command a squadron or an important navy yard where a number of vessels are under his orders. In order to make an apparent necessity, however, for more commodores, a section of a law was passed in 1862 which states that vessels of the first-class should be commanded by commodores as far as practicable, the force of which is shown by the fact that the Navy Register for 1869 reports only two commodores as commanding ships.

The inquiry naturally arises, upon what duty are these 63 admirals and commodores engaged, and is there any necessity of keeping so large a number of officers in service in grades which did not exist ten years ago? An examination of the "Register" for 1869 shows that at the date it was issued the Vice-Admiral was acting as Superintendent of the Naval Academy, a duty performed by a captain in 1860. Six Rear-Admirals are reported as commanding fleets, three commanding navy yards, five acting as port-admirals at New York, Philadelphia, and other cities, a position for which we fail to find authority either in law or precedent, and the duties of which it is [not easy to ascertain; one is chief of a bureau in the Navy Department at Washington, having under his command six clerks, a messenger and a laborer; one is chairman of the Light House Board; five are reported as on "special duty" at Washington, though what important naval duty there is to be done in Washington requiring the services of five admirals in addition to the great number of officers regularly employed in the department and at the yard is not easy to surmise; one is governor of an asylum, and is commanding Sackett's Harbor, New York, where there is an old wooden ship which has been on the stocks since the war of 1812, and is likely to remain on the stocks until she rots, and which constitutes the only semblance of a naval force the Government possesses on Lake Ontario.
Only 3 of the 37 commodores are at sea, or

doing any duty on shipboard. They fill a great variety of comfortable positions on shore. "Special duty" serves for a large number of them, as with the admirals, and others are chiefs of bureaus composed of three or four clerks, inspectors of a few lighthouses, which they visit three or four times a year, members of ordnance boards, or commanding navy yards or rendezvous. Of the 50 captains on the active list only 11 are reported as commanding ships, or being at sea in any capacity, and of the 90 commanders only 32 appear to be serving on shipboard. In fact, there are not enough ships for these officers to command; but 60 vessels of all classes are reported as in use, and of these at least a dozen are tugs stationed at the various navy

The usual argument in defense of maintaining so large a force of officers in the navy is that it is necessary to keep a double force in order to relieve once in three years the offi-cers serving at sea—that is, that three years' sea-service entitles an officer to three years on shore, either doing nothing or attached to some navy yard or bureau. It is, no doubt, proper that an officer, after long service on foreign station, should have leave to return to visit his friends; but there is no good reason why a man who has been given a spe-cial and costly education by the Government to fit him for the duties of a naval officer should spend the greater portion of his time on land in the performance of duties often purely civil, and in many cases little more than clerical in their character. Nor would it seem that cruising in the Mediterranean from Marseilles to Genoa, Malta, Smyrna, and Gibraltar, or lying in the harbors of Valparaise or Rio Janeiro, with plenty of shore-leave, balls, picnics, and excursions, is duty so arduous that three years of it unfits an officer for going to sea for an equal length of time. But this abuse goes much further than keep-ing twice the number of officers required for the squadrons in service, for it appears that only one-fourth of the admirals, one-twelfth of the commodores, one-fifth of the captains, and one-third of the commanders are at san So that the vast majority of the officers of high rank in the navy are comfortably quar-tered on shore with duties that can only by courtesy be termed nautical.

We commend these facts to the attention of the two Naval Committees of Congress, with the suggestion that a little of their time might be spent in an inquiry as to whether the country cannot dispense with the services of a considerable number of naval officers 1 150/E to some the 2 feet

who seem to make but a poor return for the large salaries they receive. -- Correspondence of the New York Tribune,

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO. DIAMOND BEALERS & JEWELERS. WATCHES, JEWELRY & BILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Ladies' and Gents' Watches AMERICAN AND IMPORTED.

Of the most celebrated makers. FINE VEST CHAINS AND LEONTINES

In 14 and 18 karat. DIAMOND and other Jewelry of the latest designs.

Engagement and Wedding Rings, in 18-karat and coin.

Solid Silver-Ware for Bridal Precents, Table Outlery, Plated Ware, etc.

ESTABLISHED 1828. WATCHES, JEWELRY,

G. W. RUSSELL.

CLOCKS, SILVERWARE, and

NO. 23 N. SIXTH STREET, PHILADELPHIA

HOWARD WATCHES.

THE FINE AMERICAN WATCH AT THE VERY LOWEST PRICES BY ALEXANDER R. HARPER, Successor to John M. Harper, Agent for the Howard

No. 308 CHESNUT STREET, RICH JEWELRY.

JOHN BRENNA'N

DIAMOND DEALER AND JEWELLER, NO. 13 SOUTH EIGHTH STREET, PHILADELPHIA.

WILLIAM B. WARNE & CO
Wholesale Dealers in
WATCHES AND JEWELRY,
corner SEVENTH and OHBSNUT Street
Second floor, and late of No. 25 S. THIRD St. DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.

N. E. Corner FOURTH and RACE Sts. PHILADELPHIA,

WHOLESALE DRUCCISTS.

Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH

ZINC PAINTS. Dealers and consumers supplied at lowest prices

M. MARSHALL, DRUCCIST AND CHEMIST, AND WHOLESALE DEALERS IN PAINTS, OILS. GLASS. AND

PATENT MEDICINES. Nos. 1301 and 1303 MARKET St.

ROOFING.

R E A D Y R O O F I N G.— STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon, the best and cheapest in the market.

No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND BOOFERS.—Roofs! Yes, yos. Every size and kind, old or new. At No. 548 N. THIRD Street, the AME-RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Oal! Examine! Judge!

Agents wanted for interior counties.

FIRE AND BURGLAR PROOF SAFE MOVA

FARREL, HERRING & CO.

HAVE REMOVED FROM No. 629 CHESNUT Street

No. 807 CHESNUT St., PHILADELPHIA.

Fire and Burglar-Proof Safes (WITH DRY FILLING.)

HERRING, FARREL & SHERMAN, New York. HERRING & CO., Chicago. HERRING, FARREL & CO., New Orleans. 29tf

J. WATSON & SON, 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 HATS AND CAPS.

WARBURTON'S IMPROVED VENTI-the improved fashions of the season. OHERNUT Sire of next deer to the Post Office.

MERRICK & SONS SOUTHWARK FOUNDRY,

No. 480 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S

PATENT VALVELESS STEAM HAMMER D. M. WESTON'S
PATENT SELF-CENTERING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR. For Cotton or Woolen Manufacturers. 7 10 mwr J. VAUGHAN MERINOR. SOME S. COPE. RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARK ST 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 Cheenut 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 No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE SPOT, VIL :-

Market street.

TRAINS ARRIVE AT DEPOT, VIZ. : Brie Mail. 6-20 A. M., Paoli Accommodation, 8-20 A. M., S-30 and 6-25 P. M. Parkesburg Train. 9-10 A. M., Fast Line. 9-40 A. M., Lancaster Train. 12-55 P. M. Erie Express. 12-55 P. M., Southern Express. 7-00 P. M., Lock Haven and Elmira Express. 7-00 P. M., Lock Haven and Elmira Express. 4-25 P. M., Pacific Express. 4-25 P. M., Harrisburg Accommodation. 9-50 P. M., For further information, apply to JOHN F. VANLEER, Jr., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparei, 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.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 830 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), fo
Baltimore and Washington, stopping at Wilmingtor
Perryville, and Havre-de-Grace. Connects at Wil
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. (dails), for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-Bast, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.

Passengers for Fortress Monroe and Norfolk will
take the 19-00 M. train.

WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

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

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

A. M. and 436 P. M. trains for Battanet Central Raifroad.
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; 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, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester. H. F. KENNEY, Superintendent. THILADELPHIA AND BALTIMORE CENTRAL

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:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.
On Sawirday the 9:26 P. M. train will leave at 4:30 P. M.
Passengers are allowed to take wearing apparel 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.

111 President and General Superinter GREAT SOUTHERN MAIL ROUTE.

ONLY ALL RAH. LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA. MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sals, baggage
checked through to destination, and all information
furnished at

721 CHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphia.

BLANK BOOKS. Important to Book-keepers.

JUST PUBLISHED,

THE

"CATCH-WORD"

LEDGER INDEX.

(COPYRIGHT SECURED).

Book-keepers and all others having to use an Index will find this a very valuable book. By using the "Catch-word" Index, it will not only save time and eyesight, but the finding of a name quickly is a mathematical certainty.

You are invited to call and examine it.

PUBLISHED BY

JAS. B. SMITH & CO.,

Wholesale and Retail Blank Book Manufacturers and Stationers,

No. 27 South SEVENTH St.

12 23 thatnam PHILADELPHIA. STOVES, RANGES, ETO. THOMSON'S LONDON KITCHENES OF KUROPEAN RANGE for families, hotels, conclude the public institutions, in TWENTY DIFFEREN SIZES. Also, Philadelphia Ranges, Hot-Air Funaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesake and retail, by the manufacturers, SHARPE & THOMSON, No. 209 N. SECOND Street.

DI EING AND SOOURING.

JOSEPH WOTTET,

ELEVE DE PARIS,

PRENCH STEAM DYEING AND SCOURING,
On any kind of Westing Apparel, for Ladies, Gents, and
Children. Patent apparatas for Stretching Pants from
one to five inches. No. 309 B. NINTH Street,

95.

RAILROAD LINES,

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

Canadas.

WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1862.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.
At 7-20 A. M. for Reading and all intermediate stations, and Allentown. Returning leaves Reading at 6-28 F. M.; arrives in Puliadelphia at 9-25 P. M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegaove, Tamagua, Sunbary, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc. Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Alientown, 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, Cumberiand Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2:30 P. M. for Reading,
Pottaville, Harrisburg, etc., connecting with Read
ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. 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 5.15 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.,
Heturning, leaves Philadelphia at 4.55 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.30
P. M.

P. M.
Trains for Philadeiphia 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 2-65 P. M., arriving at Philadelphia at 6-45 P. M.
Harrisburg Accommodation leaves Reading at
7-15 A. M. and Harrisburg at 4-10 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6-35 P. M., arriving in Philadelphia at 9-35 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 dally, Sundays excepted.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 8:15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4:25
P. M.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenkertille the 7-50 A. M. 12-45 PEREIOMEN RAILROAD.

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

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leaves New York at 9 A. M. and 500 P. M.,
passing Reading at 145 and 1005 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Balti-

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 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 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

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

Canadas.

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

Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and firms.
SHASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at reduced rates.

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

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

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

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

FREIGHT TRAINS leave Khiladelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Barrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phinadelphia 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., 11.90 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., 10:46 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
and B. C. Junction going East 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. B. C. Junction.

The Depot in Philadelphia is reached directly by
the Cheanut 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 8-20 A. M. and 2-00 P. M. Leave West Chester for Philadelphia at 7-55 A. M. and 4-00 P. M. WILLIAM C. WHERLER, 4 105

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 18, 1889, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— westward.
MAIL TRAIN leaves Philadelphia. 9-85 P. M.
"Williamsport 7-40 A. M.
"Arrives at Eric. 8-30 P. M.
"Williamsport 9-00 P. 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. 7-20 P. M.
"Arrives at Lock Haven. 7-20 P. M.
"ARSTWARD.

RAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN and Amboy and Philadelphia and Tronton Railroad Companies lines from Philadelphia to New York and Way Piaces.

At 8-30 A. M., via Camden and Amboy Accom. . 39-25 At 8 A. M., via Camden and Amboy Accom. . 39-25 At 8 P. M., via Camden and Amboy Repress. . 3-00 At 8 P. M., for Amboy and intermediate stations. At 8 A. M. and 9 P. M., for Freehold.

At 8 A. M. and 9 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 19 M., 9, 3-30, and 4-30 P. M., for Trenton.

At 6-20, 8, and 10 A. M., 12 M., 2, 3-20, 4-20, 6, 7, and 11-20 P. M. for Bordensown, Florence, Burlington, Beverly, and Delanco.

At 6-30 and 10 A. M., 12 M., 3-30, 4-20, 6, 7, and 11-20 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11-20 P. M. line leaves Market Street Forry, (upper side). At 7:30 A. M., 9:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristel.

At 7:30 A. M., 9:30 and 5 P. M. for Morrisville and Tullytown.

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

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

At 7:30 and 10:45 A. M., 2:30, 4, 6, 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.

PROM WEST PHILADELPHIA DEPOT.

At 7, 9:30 and 11 A. M., 1:30, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 32:30.

At 11:30 P. M., Emigrant Line, Fare, 22.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:30, 4, 6:48, and 19 P. M. At 7, 9 20, and 11 A. M., 4, 6 45, and 12 P. M., for At 19 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 19 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

PROM EMBRINGTON DEPORT.

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

A. 7-30 A. M. and 3-20 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3-20 P. M. Line
connects direct with the train leaving Easton for
Manch Chunk, Allentown, Bethichem, etc.

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

ROADS.

FROM MARKET STREET PRRRY (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 Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

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

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

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

On and after MONDAY, Nov. 22, 1968.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-95, 18, 11, 12 A. M., 1, 2, 8%, 8%, 4-95, 4-25, 5, 5%, 8, 6%, 7, 8, 9-20, 10, 11, 12 P. M. Leave Germantown at 6, 6-25, 7½, 8, 8-20, 9, 10, 10-20, 12 A. M., 1, 2, 3, 3-20, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

P. M. CHRSNUT HILL RAHAROAD.

Leave Philadelphia at 6, 3, 10, 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3%, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

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

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 1-20 P. M.

Leave Chesnut Hill at 160 A. M., 1230, 0 29, and 1925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11 25 A. M., 1½, 3, 4, 4½, 5½, 6½, 8 20, 10 25, and 11½ P. M.
Leave Norristown at 5 40, 6 25, 7, 7½, 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. The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11-05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8-05, 10-05, and 11%, P. M.

Leave Manayunk at 6-10, 6-55, 7%, 8-10, 9-20, and 11½ A. M., 2, 3%, 5, 6%, 8-30, and 10 P. M.

Leave Philadelphia at 9 A. M. 2%, 4 and 7½ P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD.

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. 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, Bazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nisgara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-35 A. M. (Express) for Bethlehem, Raston, 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, Raston, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5:00 P. M. fer Bethlehem, Easton, Allentown,

For Port Washington at 7:30 and 10:45 A. M., and

For Fort washington at 1.30 and 10.35 A. M., and 11.30 P. M.

For Abington at 1.15, 5.20, and S. P. M.

For Lansdale at 6.20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Esthlehom at 8.4 M. 215, 449, and 8.25 P. M.

TRAINS ARRIVE IN PHILADRIPHIA.
From Bethlehem at 9 A. M., 215, 449, and 825 P.M.
From Doylestown at 835 A. M., 430 and 706 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 925, 1035 A. M., and

S-10 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. 106 S. FIFTH Street.
11 1
ELLIS CLARK, Agent.

WEST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1969.
Leave Philadelphia, foot of Market street (Upper Ferry), at Side Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

3-15 P. M., Mail, for Cape May, Millville, 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.

commodation.
Freight train for all stations leaves Camden daily, at 13 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 225 South DELAWARE Avenue.
Commutation tickets at reduced rates between

elphia and all stations.

EATRA TRAIN FOR CAPE MAY. Leave Philadelphia, 8:15 A. M.
Leave Cape May, 170 P. M.
WM. J. SEWELL, Superintendent.
September 16, 1869. 9 30

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS. NO. O' NORTH AND PHILADELPHIA CAPTANDER G CAPTERA CAPTANDER G CAPTERA CAPTANDER CAPTAN

ADDITION BALES M. THOMAS & BONB, NOS. 139 AND 141 Sale at the Auction Rooms, Nos. 139 and 141 S. Pourth

Sale at the Auction Rooms, Nos. 12 and 141 S. Fourth Mirect.

SUPERIOR HOUSEHOLD FURNITURE, Plantomirect.

MIRRORS, PIRE PROOF SAFE, WFIGE FURNITURE, TURK, MATTRESSES, HEDDING, STOVE, GAR, FETS, ETC. ETC.

On Thursday Morning,

February 17, at 2 colock, at the auction rooms, by catalegue, a large assortment of superior bousehold furniture, compressing 4 wainut perior enits, covered with pinels, reps, and hair-cloth; wainut library suits; 4 wainut elizamber suits; superior rosewood piano-lorts, made by Racon & Raven; French plate mirrors; 3 wainut bock cases; wainut sideboards; washrobes; entensis, library, centre, and bonquet tables; longes; arm chairs; has stands; etagers; bedatends; washrauds; chamber and dining room chairs; fine hair mattresses, feather beds, bolsters and pillows; china and glassware; superior effice clock, runs 60 days; targe assortment of office deskx and ables; lire-proof safes, made by Lallie; eigar posspey; cabinetmaker's bench, gas-consuming and cooking stoves; volves, Brussels, and other carpets, etc.

215 28

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC BRY GOODS. Feb. 17, at 10 o'clock, on four months' credit.

IMPORTANT BALE OF CARPETINGS. OIL CLOTHS, ETC. On Friday Morning.

Feb. 18, at 11 o'clock, on four mouths' credit, about 208 pieces ingrais, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1146
OHESNUT Street, rear entrance No. 1107 Sansom street,

SPECIAL SALE OF FIRST QUALITY SHEFFIELD PLATED WARE, TABLE AND POCKETOUTLEBY. VASES, ETC.

On Tuesday and Wednesday Mornings.
At 10% o'clock, we will sell at the auction store, No. 1116 Obscutt street, a splendid assortment of the above goods, comprising—Tea sets, orns, dinner and breakfast casters, entree dishes, oyster turesens, butter dishes, syrup and also pitchers, cake baskets, ivory handle dinner and tea knives, apoons, forks, ladies, etc.

These goods are all first quality, and well worthy the attention of buyers.
Sale positive—Terms, cash.

214 25

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

Sale at the Auction Rooms.

Sale at the Auction Rooms.

HANDSOME WALNUT PARLOR, CHAMBER,
AND DINING ROOM FURNITURE, Elegant Parior and Chamber Suite, Loud Piano-Forte, Fine French Plate Mantel and Pier Mirrors, Fire and Burglar Proof Safes, by Kvans & Watson and Lillie; Mattresses and Bedding, China and Glassware, Brussels and Other Carpets, etc.

On Wednesday Merning.

At 10 o'clock, at the auction rooms, by catalogue, a large and excellent assortment of Household Furniture, etc.

SUPERIOR BUGGY, SLEIGH AND HARNESS. Also, very superior top buggy; also, light sleigh; also, set fine single harness.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

H. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Bow).

GREAT SALE OF CHROMOS.

Mr. Charles F. Haseltine, on account of going to Europe on business, and to reduce his immense stock, will see at public sale at his galleries. No. 1125 Chesaut street, on the evenings of Monday, Tuesday, and Wednesday, Formary 14, 15, and 16, about 1900 English, French, and German Chromos. 2143t B. SCOTT, Jr., Auctioneer.

GEORGE H. BECHTEL,

GEORGE H. BECHTEL,

OPFNING SPRING SALE OF FIRST-QUALITY
TREBLE PLATED SILVER WARK, consisting of
Elegant Tea Seta (6 pieces,) Lee Pitchers, Trays, Napkin rings, Knives, Forks, Spoons, Coffee Urns, Fruit
Dishos, Card Receivers, Revolving Butter Dishos,
etc. otc. etc.

On Thursday

At 16 o'clock. The assortment is large, and embraces every article in the aliverware line. To be sold without reserve. Goods may be examined and catalogue ready day of sale. LIPPINCOTT, SON & CO., AUCTIONEERS.

On Wednesday, Feb. 18th,
At 10 o'clock.

LARGE POSITIVE SALE OF FOREIGN AND DeMESTIC DRY GOODS, L. C. Hdkfs, Nottingham
Goods, Hosiery Goods, Clothing, Under Garments, Hosp
Skirts and Corbets, Paris Fancy Goods, a stock of
Goods, etc.

214 24 A. McCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention gives to the Auction Rooms, No. 1919 C HESNUT Street, every Monday and Thursday. For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

C. D. McCLEES & CO., AUCTIONEERS BY BARRITT & CO., AUCTIONEERS

OASH AUCTION HOUSE, [11 245]

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge.

COAL. A NOTHER REDUCTION BEST QUALITY WHITE ASH.

STOVE. \$650 PER TON LARGE NUT. \$550 PER TON SUPERIOR BEAVER MEADOW LEHIGH. Delivered to any par of the city.

BIITCHELL'S COAL DEPOT.

12 22 2m Corner of NINTH and GIRARD Avenue.

PERCIVAL E. BELL. HEWSON NEAFIE PERCIVAL E. BELL & CO., DEALERS IN

Lehigh and Schuylkill Coal, DEPOT: No. 1326 North NINTH Street, 17; West Side, below Master. Branch Office. No. 407 RICHMOND Street.

H. TAGGART, COAL DEALER. COAL OF THE BEST QUALITY, PREPARED EX

PRESSLY FOR VAMILY USE. 1208, 1210 and 1212 WASHINGTON AV., 12 1 3m Between Twelfth and Thirteenth streets. DURE LEHIGH AND SCHUYLKILI PAMILY, FACTORY, AND BITUMINOUS COALS. Large stock always on hand. Southeast corner THIRTEENTH and WILLOWStreets.

12 18 4m

GOODS FOR THE LADIES. GRAND OPENING OF SPRING FASHIONS

W. W. & G. D. HAINES.

Imported Paper Patterns, TUESDAY, MARCH 1, 1870.

The old established and only reliable Paper Pattern Dress and Cloak Making Emporium. Dresses made to fit with ease and elegance in 24 hours' MRS. M. A. BINDER'S recent visit to Paris enables

her to receive Fashions, Trimmings and Fancy Goods superior to anything in this country. New in design. Moderate in price. A perfect system of Dress Outling taught.
Cutting, Basting, Pinking.
Fashion Books and Goffering Machines for sale.
Sets of Patterns for Merchants and Dress Makers now

MRS. M. A. BINDER'S.

1101. N. W. Corner Eleventh and Chesnut.

Carefully note the name and number, to avoid being THE UNDERSIGNED HAVING RELINquished the Heating of Buildings by Steam or Water, it will be continued by WILLIAM H. WISTAR, lately superintending that department of their business, whom they recommend to their *riends.

MOKRIS, TASKER & OO.

WISTAR & BOULTON.

No. 227 SOUTH FIFTH STREET. HEATING BY

STEAM OR HOT WATER. PLANS OF PIPE CUT TO ORDER LAUNDRIES AND CULINARY APPARATUS FITTED UP. 11 28 3 map