## OR RELIGIOUS COLUMN.

THE LOVE OF CHRIST. BY BESSRY WARD BEECHER

The love of Christ is precisely like what my so is. It is not playing all day, though it is re to play the moment I wish to. It is full of sic; there it is, and waits for me. The sense God's supply through Christ ls to me as the gewood water. It is not running all the ; it is ready to run in abundance any time rn the faucet. I carry about in God a "prehelp" in time of need. But there come cial moods and exaltations in which this love tes up more perfectly. You never carry any feeling all the time-not even the mother, I t care how tender she is. There is not a nte in which we are not under the remote innce of love, and there are a thousand things which intellection is connected with this tral passion of love; but, after all, it is not rays emotional, but intellectual, Emons in their very nature are intermitting; er feelings come in, and there is a perpetual ange. Now it is in remembrance, now it is thankfulness, now in love, now in joy; and there are shifting feelings in the sont. If you k for a monochord running through your soul, ough the year, you ask for what is not true Nature. Christ says, "If you love me"at? Enthusize-show it in rapture, and be ed with joy? No. "If ye love me, keep my mmandments." He accepts these things in of emotion. And yet, with all this, there I be unaccountable experiences. There is a at, broad sphere which the mind traverses. elieve the Spirit of God acts upon the human al by ways of its own, for which we have no sts and can apply no philosophy. The only ing we know is that, in order to be accepted divine, it must be the excitement that works the divine direction of love. I believe that od gives a man hours that are full of unspeakle joy and glory and the peace which passeth understanding. God's love pays a regular vidend of ten per cent., and every little while sses the stockholders with a bonus. This is e rich reward to those that keep their souls are and open to God's love.

## SUMMARY OF CHURCH NEWS.

Mr. J. O. Drumm and Mr. H. N. Wright, ently Methodist ministers, have been ad-tted to the Diaconate, in the Diocese of

-Christ Church, Germantown, is still wituout rector, the Rev. Mr. Langford having again clined the call renewed to him by the vestry nd people.

The Rev. Roland Brent, deacon of the Dio-

se of Kentucky, is published in the papers as ving, at last, found rest in the bosom of the hurch of Rome. -With the cordial consent of Bishop Cum-

ins, the vestry of an Episcopal church in Hzabethtown, Kentucky, have allowed the esbyterians the use of their church.

"Nashotah Mission," the theological school
Wisconsin, has no endowment, but forty-

ne students and four professors "depending r their daily bread upon the daily mail." —A committee of the Diocesan Council in rginia have purchased a house and lot in the ty of Richmond, at a cost of \$8000, to be used an Episcopal residence by Eishop Whittle.

—At a late meeting of English clergymen,
bean Goulburn read an elaborate paper urging
that a reform should be instituted whereby the lection by the dean and chapter of the caudi-ate nominated by the Crown to fill a vacant

ishopric should not be a mere farce.

—The Bishop of London has rebuked an wangelical rector of London for preaching in resbyterian pulpits when in Scotland. An opiscopal congregation in Dundee has unani-nously voted to sever its connection with the sistop who refused to allow them an Evangelial and thoroughly Protestant rector.

-The Episcopalians now have associations ganized to represent every shade of opinion-be Latimer Association represents the Revionists, the Church Union the Ritualists, the vasgelical Catholic Union the Moderate Low hurch party, and the Conservative Church nion the Moderate High Churchmen.

The Archbishop of Canterbury is better, at his disease, epilepsy and paralysis, is not avorable to complete recovery. Already men egin to speculate whether the Queen's parality to Bishop Wilberforce, the eminent High hurch Bishop of Winchester, and lately of Oxford, will not seeme him the succession.

—The Mobile Register gives a full account

he proceedings at the consecration of Bishop Herce. "All the reverend and right reverend ersonages were in the full canonicals of their espective orders, several of them being distin-uished by their hoods." The Bishops of Misissippi and Illinois appeared in the role of octors of Divinity, with scarlet hoods, lined with black: Bishop Quintard was a Doctor of Laws of the University of Cambridge, with a and pink hood, while two Masters of Art of Oxford and Cambridge wore the plainer lack and white. The chaplain of Whitehouse, "Canon" Knowles, supported the Consecrator, while the chaplain of the Bishor f Ten nessee bore before him the pastoral staff, an elegant piece of workmanship, of black valuat, handsomely mounted with silver."

METHODIST. -The statistics of the German Methodist Couerence in the United States indicate a member-ship of 29,612.

-The ladies' movement to pay the \$60,000 debt of the Metropolitan Methodist Church in Vashington has resulted already in the receipt

-Recent advices from Dr. Maclay, the superintendent of the China Missions, represent that more than two hundred souls have been converted during the year.

-The vote on lay delegation, as reported in the last number of the Methodist, is now 2409 for and 608 against-which furnishes the required three-fourths, and 194 to spare.

-Before the war the Methodist Book Concern endorsed the drafts of the Southera Methodist Missionary Society to the amount of \$20,000. All this, with interest, they now have to pay.

The Supreme Court of Missouri has taken St. Charles College out of the hands of the Northern Methodists, and restored it to the Southern Methodists, who lost it during the

war. \_Zion's Herald calls attention to the fact that of the six hundred and fifty-five minist rs that entered the ministry of the Methodist Church last year, not one of them went to the heathen

-At St. Paul's Church, New York, January 30 was observed as missionary day. The contributions showed an advance of 50 per cent., summing up, for morning, atternoon, and night,

—Several leading Methodist Protestant clergy—men in Alabama have joined the Methodist Episcopal Church South. Now that the latter allows lay representation, both bodies occupy

practically the same ground. - Rev. Mr. Hagge, pastor of the M. E. Church at Duncan's Falls, was drowned on Tuesday fternoon, January 18, while attempting to er Salt creek. He was returning from a revival meeting, and was within sight of his home. —When the Metropolitan Church at Washing-

ton city, D. C., was organized, old Wesley chapel was depleted by about one hundred members, leaving a membership of two hundred and seventy-five. Recently the chapel has started and now has a membership of three hun-

There are in Ireland 10,000 Primitive Me-There are in Ireland 10,000 Primitive Methodists, who have no ecclesiastical connection with the Primitive Methodists of England. The disestablishment of the Irish Church disturbs their relation to its clergy; and there is quite a discussion whether they shall connect themselves with the Episcopalians or the Wesleyans.

The Ebenezer Church, Manayunk, have

been enlarging and repairing their house of worship, at a cost of \$9000. It was reopened on Sunday morning, January 30. It was stated that \$5400 was needed to complete the payment for the improvements. Thereupon \$4500 was raised on the spot; in the afternoon the Sunday-school contributed \$1200, and other offerings swelled

the amount to \$5500.

—At a dedication in Cleveland, Ohio, Bishop Simpson, who preached the sermon, stated that the Methodist denomination throughout the country has dedicated an average of two churches each day, for every day in the year, during the past three years, or over seven hun-dred annually, this number including houses re-

built or enlarged.

—Very considerable religious interest is manifested in the Broadway and Centenary Methodist Churches in Camden, N. J. Meetings for religious inquiry are held every evening, and large numbers of persons have made a profession of religion, while many of those who have long been cold and lukewarm in their Christian duties have regained their carrestness. duties have regained their carnestness.

PRESBYTERIAN. -Rev. Edwin F. Hatfield, D.D., has undertaken the work of raising \$500,000 for the Union Theological Seminary, New York.

—The Second Church, Indianapolis, once under the pastoral care of Rev. Henry Ward Beecher, has built a new house costing over

-Rev. Charles Hedges, the first colored man ordained by the Presbytery of Ohio, was in-stalled pastor of Grace Church (colored), Pitts-

—The meeting-house of the Central Church (Mr. Talmage's), Brooklyn, N. Y., has been sold to the Bethlehem Synagogue. They are building a new house

—A Presbytery in North Carolina has re-solved that, whenever a church fails to pay a promised salary regularly, it shall be sum-moned before Presbytery to show cause for such

-A careful canvass of the churches in the two synods of Kansas shows 74 organized Presbyterian churches, of which 53 have no house of worship, and but nine of these are pre--Presbyterians are discussing the ques-

tion whether or not to introduce a sustentation scheme in this country, like that in Scotland, whereby all the pastors shall have at least a living salary.

The Rev. E. T. Baird, D. D., Secretary of

the Presbyterian Committee of Education, writes to the Central Presbyterian "that the collection for education has thus far fallen very far short of the actual necessities of the committee. The deficit at present is not less that £8000. —The new paper shortly to be issued from Chicago will be called *The Interior*. The capita

stock of the company is at present \$50,000, but it is designed to increase it to \$75,000. The editorial management has been committed to Rev. Arthur Swazey, of Chicago, and Rev. William E. McLaren, of Detroit. Every provision will be made to insure a first-class paper. The first number will be published on Thursday, March 3. -The Presbyterians of New England do not

fancy being made appendages to New York Synods. At a meeting of the Presbytery in Boston they have passed a vote begging the "joint committee" on reconstruction to recommend to the next Assembly to establish a Synod of New England. The Synod would be smaller than many of the proposed Presbyteries. A third Presbyterian church has been organized in Boston, Dr. James Richards, pastor.

—In New Orleans the Baptists among the colored people have five churches fully organ

-The Massachusetts Saptist bave just re ported 14 associations, 256 churches, 307 ministers, 33,851 members, a net gain of 629. Five churches were organized during the year. -Among the Baptist churches in this neigh-borhood which are now undergoing revival

may be mentioned the First Church of West Philadelphia and the North Baptist Church of Camden.

The Freewill Baptist Annual Register shows

1375 churches, an increase of 97, including some General Baptists that have joined them; preachers, 1474, an increase of 26; and 66,991 members, an increase of 5447.

—There are in Ohio 38,195 Baptist communicants, and 33,291 in Indiana. In Indiana the increase last year was 1632, nearly three times

what it was in Ohlo, owing partly to immigration into Indiana from Ohio. -Emigration so weakens the churches in

Maine that the Baptists have been compelled to drop seven churches, and but half of their 263 churches have pastors or stated supplies. The churches average 73 members each. CONGREGATIONAL.

-Much has been said concerning the recent action of Mr. Beecher's Church with reference to the terms upon which members shall be admitted. For the information of our readers we present a brief history of the action, taken from the N. Y. Times: The Articles of Faith, dopted in 1848, shortly after Mr. Beecher's settlement, read as follows:—

1. We believe in the existence of One Ever-

living and True God, Sovereign and Unchangeable, Infinite in Power, Wisdom, and Goodness.

2. We believe the Scriptures of the Old and New Testaments to be inspired of God, to con-tain a revelation of His will, and to be the au-

thoritative rule of faith and practice.

3. We believe that the Father, the Son, and the Holy Ghost are revealed in the Scriptures as existing, in respect to attributes, character, and office, as three persons, equally divine; while in other respects they are united, and are, in a proper sense, one God.

4. We believe that our first parents were created upright; that they fell from their original state by disobedience; and that all their posterity are not only prone to sin, but do become sinfu and guilty before God.

We believe that God so loved the world that He gave His only begotten Son to die for it; that Christ appeared in the flesh; that He set forth a perfect example of obedience; that He purely taught the truths needful for our salvation, that He suffered in our stead, the just for the unjust; that He died to atone for our sins, and to purify us therefrom; and that He arose from the dead and ascended into heaven, where He ever liveth to make intercession for us.

6. We believe that God offers full forgivenes

and everlasting life to all who will beartily Lent and believe in the Lord Jesus Christ; while hose who do not believe but persevere in sin shall finally perish.

We believe in the resurrection of all the dead; in a final and general judgment, upon the awards of which the wicked shall go into everlasting punishment, and the righteous into life Thus do you believe?

Article 7 was considered to be the most ob jectionable. It was alleged that good Christians, so far as human wisdom could discover, were anxious to join the Church, but were unable to subscribe to that article. At the annual meeting it was voted to strike out the "Thus do you It was also voted that rule amended by striking out the words "Articles of Faith and," and adding the words "Covenants of the Church." According to this, a person. upon becoming a member, would not be re-quired to give public assent to the Articles of Faith, but only to the Covenants of the Church. At a subsequent business meeting the follow-

Resolved. That the Articles of Faith, as printed in the Manual, are still the Articles of Faith of the Church, and will remain such until altered by the Church in the manner prescribed

by the rules.

Resolved, That a committee of five, including the Pastor, be appointed, to whom the Articles of Faith and form of admission shall be referred

Resolved, That the Examining Committee be directed to inquire, upon every application for membership, whether the applicant is familiar with and can accept the Articles of Faith of the Church; and in case any applicant shall not be willing to accept them, the Examining Committee be directed to report to the Church the views which are held by the applicant so far as they differ from the Articles of Falth.

The above represents the present status of Plymouth Church.

BEST

-Dr. Dellinger has published a most severe article against the petition for Papal infalli-bility, and his course is approved by most of the Roman Catholics of Germany. Simultane-

the Roman Catholics of Germany. Simultaneously with his withering exposition has appeared the protest of the German and Hungarian bishops against the regulations of the Council. They complain that the right of starting any discussion has been taken from the Fathers.

—Archbishop McCloskoy, of New York, is said to stand a good chance for a cardinal's hat. As the presents he brought were richer than those from any other diocese, he will have this advantage over Archbishops Spalding, Purcell, and Kendrick, though not so profound a scholar. and Kendrick, though not so profound a scholar.

—The Freeman's Journal (Roman Catholic)
complains that the wealthier and more intelligent Catholics have lost their faith in purgatory, and are not at all liberal in purchasing masses to liberate the souls of their friends. The dead are almost all sent by the obituaries immediately

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.
Sieeping-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, VIZ. :-Parkesburg Train. 5-30 P. M.
Cincinnati Express. 8 00 P. M.
Erie Mail and Pittsburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-00 night.
Erie Mail icaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock
Pacific Express leaves daily, Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116
Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

TRAINS ARRIVE AT DEPOT, VIZ. : 

Lancaster Train 12.55 P. M.

Brie Express 12.56 P. M.

Southern Express 7.00 P. M.

Lock Haven and Elmira Express 7.00 P. M.

Pacific Express 4.25 P. M.

Pacific Express 4.26 P. M.

Pacific Express 6.20 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,

No. 90 OHESNUT 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 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.

RDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:
Way Mail Train at 8:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), 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, Magnolla, Chase's and Stemmer's Run.
Night Express at 11:36 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, Elkton, North-East, Perryville, Havre-de-Grace, Rester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, Electon, Perrywille, Havre-de-Grace, Perrywille, Express All 1:30 P. M. (Electon, Perrywille, Havre-de-Grace, Perrywille, Perrywille, Havre-de-Grace, Perrywille, Perr

North-East, Perryville, Havre-de-Grace, Perryman's, Passengers for Fortress Monroe and Norfolk will take the 12 to X. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The T 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 Railward.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 9:25 A. M., Express; 9:25 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, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

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

P. M.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars,
unless special contract is made for the same.
HENRY WOOD, 111 President and General Superint

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ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
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SOUTH and SOUTHWEST. Tickets for sale, baggage
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stuthem No. 1186 RIDGE Avenue Phila

RAILROAD LINES.

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

Of Passenger Trains, December 20, 1869.

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 6:25 P. M.; arrives in Philadelphia at 2:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinessove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Palis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

Hagerstown, etc.
The 7:30 A. M. train connects at READING with

The 1'30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON RXPRESS.

Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:10 A. M. Heturning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:45 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:46 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

Keturning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

Trains for Philadelphia leave Harrisburg at 8:16 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:06 P. M., and Pottsville at 2:46 P. M., arriving at Philadelphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, seaves Philadelphia at 12:30, hoon, for Pottsville and all way stations; leaves Pottsville at 6:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. phia and all way stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at S.A. M., and
Philadelphia at 3.15 P. M. Leave Philadelphia for
Reading at S.A. M.; returning from Reading at 4.26

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 440 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1245 and 645 P. M.

PERKIOMEN RAILROAD,
Passengers for Schwenksville take 730 A. M., 1230 and 400 P.M. trains from Philadelphia, returning from Schwenksville at 806 A. M., 1245 Noon, and 445 P. 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 730 A. M. and 400 P. M. trains from Philadelphia, returning from Mt. Pleasant at 740 and 1100 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

THE WEST.

Leaves New York at 9 A. M. and 5-00 P. M., passing Reading at 1-45 and 10-05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitlmore, etc. 25.

for Pittsburg, Chicago, Williamsport, Edmira, Battlemore, etc.'
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg.

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 6:20 and 11:30 A. M., and
6:50 P. M., returning from Tamaqua at 8:35 A. M.,
and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove
and Harrisburg, and at 12:10 noon for Pinegrove, trement, and Brookside, returning from Harrisburg at
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.

Excursion Tickets from Philadelphia to Reading
and intermediate stations, good for one day only,
and sold by Morning Accommediates of the North of the stations,

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

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

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

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

SEASON 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.

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

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

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

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

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

points beyond.

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

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1140 A. M.,
230 P. M., 445 P. M., 440 P. M., 645 and 1130 P. M.,
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1045 A.
M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 800 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, Glen Hiddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 745 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 440 P. M., and will change cars at
B. C. Junction. 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 9-00 P. M.
Leave West Chester for Philadelphia at 7-55 A. M.

WILLIAM C. WHEELER, General Superintenden PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 18, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West

ollows from Pennsylvania

Ollows from Pennsylvania

Philadelphia:

WESTWARD.

Philadelphia:

Wall TRAIN leaves Philadelphia.

Williamsport.

740 A.

8-20 P. "Williamsport. 740 A. M.
arrives at Erie. 820 P. M.
ERIE EXPRESS leaves Philadelphia. 1140 A. M.
"Williamsport. 9400 P. M.
arrives at Erie. 1040 A. M.
ELMIRA MAIL leaves Philadelphia. 750 A. M.
"Williamsport. 6400 P. M.
arrives at Lock Hayen. 720 P. M.
EASTWARD. 840A. M. MAIL TRAIN leaves Erie. 5 40A. M.

"Williamsport. 5 25 P. M.

"Arrives at Philadelphia. 6 20 A. M.

ERIE EXPRESS leaves Erie. 400 P. M.

"Williamsport. 5 30 A. M.

"Williamsport. 5 30 A. M.

"Williamsport. 5 30 A. M.

"Arrives at Philadelphia. 12 45 P. M.

ELMIRA MAIL leaves Lock Haven. 5 00 A. M.

"Williamsport. 9 45 A. M.

"Williamsport. 12 25 A. M.

BUFFALO EXP. leaves Williamsport. 12 25 A. M.

"Harrisburg. 5 20 A. M.

"Arrives at Philadelphia. 5 50 P. M.

"Harrisburg. 5 20 A. M.

Express East connects at Corry, Mail East at Cerry and Irvinetos, Express West at Irvinetou, with trains of Oil Creek and Allegheus River Hailroad.

ALFRED L. TYLER, General Superintendent.

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

New York and Way Places.

FROM WALNUT STREET WHARF.

At 6-90 A. M., via Camden and Amboy Accom. . \$2-25

At 8 A. M., via Camden and Amboy Accom. . \$2-25

At 2 P. M., via Camden and Amboy Express. . . 3-60

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

At 6-39 and 8 A. M. and 2 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., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 5, 7, and 11:30 P. M. for Bordentown, Florence, Barrington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 5, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

FROM KENSINGTON DEFOT.

At 7:30 A. M., 2:30, 8:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown. At 7-80 and 19-45 A. M., and 2-90, 5, and 6 P. M. for At 730 and 10 45 A. M., and 2 30, 5, and 6 P. M. for Schenck's and Eddington.
At 730 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, 9:20 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.

New York Express Lines, via Jersey City. Fare, \$3 20. At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M. At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tull'stewn, 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. At 7:30 A. M. for Niagara Falls, Buffaio, Dunkirk, Emira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbare, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

Screenice, Strondsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 320 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 330 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS,
FROM MARKET STREET FERRY (UPPER SIDE).

ROADS,
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and
on Thursday and Saturday nights at 11.30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, and Meunt Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lamberton and
Mediord. Mediord.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE,

TIME TABLE,
On and after MONDAY, Nov. 22, 1869,
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 3½, 3½, 4-95, 4-35, 5, 5½, 6, 6½, 7, 8, 9-20, 10, 11, 12
P. M.
Leave Germantown of 6, 6-25, 7½, 8, 8-20, 9, 10,
10-50, 12 A. M., 1, 2, 3, 3-50, 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 10-2

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

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-90, and 11 F. 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.

Leave Chesnut Hill at 7-10 A. M., 2 and 7 P. M.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11-05 A. M., 1%, 3, 4, 5%, 6%, 805, 10-05, and 113 C. P. M.

Leave Nortistown at 5-40, 6-25, 7, 7%, 8-50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only
at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.

ON SUNDAYS.

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

Leave Norrigtown at 7 A. M., 1, 5½, and 9 P. M.

Leave Philadelphia at 6, 7½, 9, and 1105 A. M., 1½,
4, 4½, 5½, 6½, 805, 1005, and 11½ P. M.

Leave Manayunk at 610, 625, 7½, 810, 9-20, and
11½ A. M., 2, 3½, 5, 6¾, 830, and 10 P. M.

ON SUNDAYS.

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

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

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

Leave Phindelphia at 7% A. M., 4% P. M. Leave Plymouth, 6% A. M., 4% P. M. W. S. WILSON, General Superinten

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. CANADA WINTER ARRANGEMENT.

WINTER ARRANGEMENT.
Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Bazleton, Williamsport, Wilkesbarro,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Buffalo,
Nicosan Valls, Rochester, Clayeland, Chicago, San connection with the ERIE RAILWAY for Buffalo, Nisgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Masch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lenigh Valley Railroads, New Jersey Central and Morris and Essex Railroads, At 145 P. M. (Express) for Bethlehem, Easton, Mnuch Chunk, Wilkesbarre, Pittston, Scranton, and Hasteton.

At 500 P. M. for Bethlehem, Raston, Allentown, nd Mauch Cliunk.
For Doylestown at 8 45 A. M., 2 45 and 4 15 P. M.
For Fort Washington at 7 50 and 10 45 A. M., and 130 P. M.
For Abington at 135, 530, and 8. P. M.
For Lanscale at 620 P. M.
Fifth and Sixth Streets, Second and Third Streets

nd Union City Passenger Railways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2-15, 4-49, and 8-25 P.M. From Doylestown at 8-25 A. M., 4-20 and 7-05 P. M. From Lausdale at 7-20 A. M., From Fort Washington at 9-25, 10-25 A. M., and

3-10 P. M.
From Abington at 2-85, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-20 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-50 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 KLLIS CLARK, Agent.

W RST JERSEY RAILROADS.

PALL AND WINTER ARRANGEMENT.

COMMENCING TUESDAY, SEPTEMBER 21, 1866.

Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

Vinciand, Swedesboro, and an interincense stations.

3'15 P. M., Mail, for Cape May, Miliville, Vinciand, 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 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 286 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations.

RATRA TRAIN FOR CAPE MAY.

(SATURDAYS OBLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintende

September 16, 1869.

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS. HO. S' NORTH WATER STREET, PHILADELPHIA BLOOM GAS

AUOTION SALES.

BUNTING, DURBOROW & CO., AUCTION-BURKS, Nos. 22 and 234 MARKET Street, corner of Burk street. Successors to John B. Myers & Go.

LARGE SALE OF FRENCH AND OTHER RU
ROFEAN DRY GOODS, ETC.,
On Messlay Morning,
February 21, at 10 o'clock, on four moutha' credit.
An attractive sale of milinery goods.
SOUCAKTONS BONNET RIBEONS.
Also, gross de Naples, satins, Malines, crepes, etc. [2 16 44

BALE OF 2000 CASES BOOTS, SHOPS, HATS, ETC
On Tuesday Morning.
Feb. 22, at 10 o'clock, on four months' credit.

2 16 54 LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS, On Thursday moreing, Feb. 24, at 10 o'clock, on four months' credit. 21854

IMPORTANT SALE OF CARPEFINGS, OIL CLOTHS, ETC. On Friday Meening,
Feb. 25, at 11 o'clock, ou four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer.

No. 1117 CHESNUT Street, (Girard Row).

No. 1117 CHESNUT Street, (Girard Row).

SPECIAL TRADE SALE OF BARTRAM & TAUTON FAMILY SEWING MACHINES,
On Menday Merning,
Feb. 21, at 10% o'clock, by order of William T. Hopkins, No. 1115 Chesnut street, general agent for Pennsylvania, New Jersey, and Southern States, for these superior machines, which only reed to become known to make them the most popular family sewing machines in the market. They are just from the manufactory; every way complete, and sold with the agent's guarantee. Machines now on exhibitional the office of the agency, where parties are invited to call and examine them, and receive instructions in working them before and after the sale. Can also be seen at the Auction Rooms two days before sale.

I. LUTZ'S FURNITURE WARRROOMS,

No. 121 S. Eleventh street.

After twenty-five years of successful business in my present location, I have concluded to retire from business, and previous to my departure to Europe, in May. I will make a public sale of my entire stock of Furniture, and have put the same in the hands of Mr. B. Scott, Jr., for disposal, without the least reserve. It would be egotism on my part to say anything upon the quality of goods I produce. The sale will take place on Thussday and Friday, February 24 and 25, at 10 A. M., on my premises. Now open for examination. Terms, 90 days for all sums over \$170.

Thanking you for past favors, I remain.

over \$370.

Thanking you for past favors, I remain,

2 19 Yours, very respectfully,

P. S.—In consequence of my immense strok and incapacity of room, I doem it necessary to issue tickets of admission, The same can be produced on application and at the Art Gallery of B. Scott, Jr., No. 1117 Obenut street.

1. L.

MARTIN BROTHERS, AUCTIONEERS.—
No. 529 OHESNUT Street, rear entrance from Mines.

Peremptory Sale at No. 1020 Chesnut street.
VERY ELEGANT FRENCH PLATE, MANTEL,
PIER, AND OVAL MIRRORS, ALL IN SPLENDID
GOLD GHLT AND WALNUT FRAMES.
FROM THE ESTABLISHMENT OF G. PELMAN.
On Thursday Morning.
February 24, at 11 o'clock, at No. 1020 Chesnut street,
we will sell without reserve, by catalogue, a large and excellent selection of the finest quality French Plate
Mantel, Pier, and Oval Mirrors, of all the various sixes, in
splendid Gold Gilt and Walnut Frames.
The public is respectfully informed that this sale includes a first class assortment of mirrors or latest designa
and oboicest patterns, having been manufactured by Mr.
Pelman expressly for his private sales.
2 19 4t

IMPORTANT PREMPTORY SALE OF OIL
PAINTINGS,
At No. 1020 Chesnut street.
On Thursday and Friday evenings, at 7% o'clock, and on
Friday and Saturday mornings at 11 o'clock.
At the Galleries, No. 1020 Chesnut street, opposite the
Academy of Fine Arts, by catalogue, without reserve, by
order of Messrs. J. Richardson and G. Polman, a very
choice collection of Fine Medeern Oil Paintings, introducing many excellent specimens of the English, German,
and French schools. The subjects are varied and pleasing: Landscapes, Marines, Cattle, Fruit, and Flower
Picces, etc. 21956

THOMAS BIRCH & SON, AUCTIONERRS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sauson street.

Riestors' Sale.

Sale at No. 1313 Wood street.

HANDSOME HOUSEHOLD FURNITURE.

If French Plate Mantel and Pier Mirrors, Schomacker Piano Forte, Perlor and Chamber Furniture, etc.

On Tuesday Morning.

At 10 o'clock' and No. 1313 Wood street; also, the furniture of houses Nos. 1399 and 1311, will be sold by order of Kascutors, comprising.—Resewood 7 octave piano forte, made by Schomacker & Co.: 17 large French plate mantel and pier mirrors; parlor suits; framed engravings; walnut and cottage chamber suits; beds and bedding; splendid warnut wardrobes, with mirror doors; bedsteads; bureaus and etageres to match; carpets, dining-room and kitchen jurniture, etc.

Canalogues can be had at the auction store on Monday.

L PPINCOTT, SON & CO., AUCTIONEERS, LARGE SPECIAL SALE OF
WHITE GOODS,
LINFNS, L. C. HDKFS, EMBROIDERIES, ETO.
By order of well-known Importing House.
On Wadnesday Morning,
Feb. 23, at 10 o'clock.
2 18.30

T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

tore at dwellings.
Public sates of Furniture at the Auction Rooms, No.
1219 CHENNUT Street, every Monday and Thursday.
For particulars ace Public Ledger. [1 13]
N. B.—A superior class of Furniture at private sale. C. D. McCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHORS, BROGANS, ETC.
On Monday morning, February 21,
At 10 o'clock, including a large line of ladies', misses', and children's city made goods, to which we call the atten tion of the trade.

N. B.—Sale every Monday and Thursday. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, (II 345
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

M . S. FOURTH STREET. NOS. 189 AND 141 WATCHES, JEWELRY, ETO.

ESTABLISHED 1828.

FANCY GOODS. G. W. RUSSELL,

CLOCKS, SILVERWARE, And

HOWARD WATCHES. THE FINE AMERICAN WATCH AT THE VERY

NO. 21 N. SIXTH STREET, PHILADELPHIA.

LOWEST PRICES BY ALEXANDER R. HARPER, Successor to John M. Harper, Agent for the Howard Watch.

No. 308 CHESNUT STREET, SECOND STORY. WILLIAM B. WARNE & CO
Wholesale Dealers in
WATCHES AND JEWELRY,
Second Sec

DI EING AND SOOURING. JOSEPH MOTTET,

RIEVE DE PARIS,

PRENCH STEAM DYEING AND SCOURING,

On any kind of Wearing Apparel, for Ladies, Gents, and
Children. Patent apparatus for Stretching Pants from
one to five inches.

No. 202 S. NINTH Street.

NEW PUBLICATIONS.

PHILOSOPHY OF MARRIAGE.—
A New Course of Lectures, as delivered at the New
York Misseum of Anatomy, embracing the subjects:
How to Live, and What to Live for: Youth, Maturity, and
Olid Age: Manhood Generally Reviewed; The Cause of
Indiagenties, Finkelence and Nervous Diseases Accounted
For Marriage Philosophically Considered, etc. etc.
Fuchet volumes containing these Lectures will be for.
sarded, post paid, on receipt of 5 cents, by addressing W.
A. LEARY JR. S. E. corner of FIFTH and WALKUT
birsets, Philosophia.

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

108 OHUECH Street (City Stores.

SAMUEL SMITH & CO., No. 48. SEVENTH Siroet, STEAM AND GAS FITERS AND FLUMBERS, Tube, Fittings, and Brass Work constantly

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