cation is an unmixed good, the reformers have an admirable justification. But, it is still asked, though rather in private than on platforms, is there not some danger in this education mania? We have given the people power; we are now going to give them the strongest reason for discontent. We are about to make every artisan and every ploughman in the kingdom feel that he is above his work, and, as some people add, we are about to do this without taking any precautions for encouraging that religious teaching which is the best security for maintaining order and morality. May we not anticipate that in throwing such incentives among such dangerous materials we are putting the match to the magazine, to the imminent risk of many respectable institutions? The answer again is plain up to a certain point. Discontent is so far from being an unmitigated evil that it is the necessary condition of all reform; if we could only teach the working classes to be heartily discontented with the ordinary national school they would speedily have something better; if they are to repose unlimited confidence in their spiritual and temporal rulers, they will remain ignorant, stupid, and wretched till doomsday. The impulse to an effectual reform may come from above: but, unless it is encouraged by a widely spread discontent among the persons most affected, it will be speedily and conclusively checked by the profound complacency of the comfortable classes. The discontent is necessary to supply the proper leverage for reformers: or rather it is a force with which we cannot dispense, though it may be directed with equal case in an injurious a beneficial direction. It may work simple mischief, or it may lead to a permanent removal of the causes by which it has been produced. The test of good statesmanship is the power of using it for one or the other purpose: and a Minister's wisdom may be generally estimated by the degree in which he tries to buy off discontent by some temporary device, or to make it subservient to care fully planned reforms. A characteristic evil of English legislation is the impulsive eagerness with which we rush off to remedy a special evil, entirely disregarding all the more remote consequences of our actions-a course which naturally involves our undoing half our work a year or two after it has been accomplished. We first listen to the grievances of paupers, and insist upon their being made superfluously comfortable, and then find that we have forgotten all about the ratepayers, and have suffered our right hand to in rather too complete ignorance of what our left is doing. It is quite possible to deal after the same impulsive, haphazard fashion with education. And, after all, we may remember that education is no more a panacea than emigration or the poor laws, or any other nostrum, taken by itself; that people may learn to read and write without being really converted into civilized beings; and moreover that we must be as well prepared for the discontent of enlightenment as for the discontent of mere ignorance and bad humors. Education is only one amongst many agencies which must combine to secure the genuine improvement of the great mass of the people.

## Queries for the Naval Committee.

An Omaha correspondent who looks at naval matters from an entirely unbiased and inland point of view, propounds the following queries, to which we invite the attention of the Naval Committees of Congress:-1st. Is a steam engine essential for a war

steamer? 2d. If yea, under what circumstances?

3d. Do you think it advisable in all cases to

arm men-of-war? 4th. If not, cannot the armor be omitted

with advantage? 5th. If the armor is useless, is it worth

while to build a hull to carry it? 6th. If you omit the engines, hull, guns, and armor in the construction of an iron-

clad, in what part of the rigging (if you have any) will it be best to station the crew? 7th. How many of them will you have in this case, and would fore-and-aft sails be preferable, and how many masts would you use?

8th. If you omit the rigging, what becomes of the crew? Vice versa, if you omit the crew, what will become of the rigging?

9th. What is an iron-clad, and why? 10th. If some people prefer turrets and others casemates, would you, on the whole,

use both or omit both? 11th. If the Monarch rolls more than the Dietator, does it necessarily follow that Admiral Farragut is correct in asserting that wooden vessels are better than armored ships;

and why do you think he said so if he did not believe it; or did he, or did he not, know

what he was talking about? 12th. Why are midshipmen and "cadet engineers" pumped full of Isherwood on

13th. Did not Admiral Isherwood protest against the payment of patent fees on Martin's boiler and Sewell's condenser?

14th. If so, why? If no, why? 15th. Taken altogether, cannot Lenthall and Isherwood beat the world in constructing a steam vessel of war? 16th. If no, why not?

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At 8 and 10 A. M., 19 M., 2, 330, and 430 P. M., for Trenton.

Trenton.
At 630, S, and 10 A. M., 12 M., 2, 230, 630, 6, 7, and 1130 P. M. for Bordentown, Florence, Bursington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 230, 430, 6, 7, and 1130 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and S P. M. for Riverton.
The 1130 P. M. Line leaves Market Street Ferry, (paper, 150).

(upper side).

PROM RENSINGTON DEPOT.

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

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for 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, Brideaburg, and Frankford, and at 8:30 P. M. for Holmesburg and Intermediate stations.

PROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.
New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:50, and 11 A. M., 1:20, 6, 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, Tullviewn, Schenck's, Eddington, Cornweil's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-20 A. M., 6-45 and 12 P. M. Lines will run

laily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

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

A 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The \$30 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. intermediate stations,
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET FERRY (UPPER SIDE) At 7 and 10 A. M., 1, 215, 330, 5, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 215 and 630 P. M. for Lamberton and Medford.
At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-At 7 A. M., 10 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,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 25, 19, 11, 12 A. M., 1, 2, 3 ½, 5 ½, 4 05, 4 25, 5, 5 ½, 6, 6 ½, 7, 8, 9 26, 10, 11, 12 P. M.

Leave Germantown at 6, 6-55, 7½, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 8-50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 5-20 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 1034

Leave Germantown at 815 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

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

Leave Chesnut Hill at 7:10, S, 2:40, 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., 1:40, 5:49, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4.4%, 5%, 6%, 8:05, 10:05, and 11:% P. M.

Leave Norristown 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.

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 7% P. M.

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

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%, 805, 10 05, and 11% P. M.
Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and
11% A. M., 2, 8%, 5, 6%, 8 30, and 10 P. M.
ON SUNDAYS.
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 X A. M. 4% P. M.

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

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

WINTER ARRANGEMENT. 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, Nisgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 5:00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.
For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and

For Abington at 1:15, 5:20, and 8. P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, d Union City Passenger Rallways run to the new

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2 15, 4 40, and 8 25 P.M. From Doylestown at 8 35 A. M., 4 30 and 7 05 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9.25, 10.35 A. M., and

B-10 P. M.
From Abington at 2.38, 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.
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Mean's North Pennsylvania Baggage Express
Office, Nu. 106 S. FIFTH Street.

11 1 ELLIS CLARE, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1860.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mall. for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations.

8 15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

8 20 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5 20 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. 228 South DELAWARE

Philadelphia and all stations.

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

LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 50 SORTH WHARVES NO. 27 NORTH WATER STREET, S MA ALEXANDER G CATTELL. ELIJAR CATTELL.

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.

Of Passenger Trains, December 20, 1969,
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 635 P. M.; arrives in Philadelphia at 935 P.M.
MORNING EXPRESS.
At 846 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinessove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wikesbarre, Pittston, York, Carlisie, Chambersburg,
Hagerstown, etc. WINTER ARRANGEMENT

Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.
The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 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 HAR-RISBURG with Northern Central, Camberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 250 P. M. for Reading,

Leaves Philadelphia at \$50 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M. and Reading at 7-20

Leaves Pottsville at 5:40 A. M. and Reading at 7:20 A. M., stopping at all way stations; arrives in Philadelphia at 16:26 A. M. Heturning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:46 P. M., and at Pottsville at 9:30 P. M. P. M.
Trains for Philadelphia leave Harrisburg at S-10 A.
M., and Pottaville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2-05
P. M., and Pottaville at 2-45 P. M., arriving at Philadelphia

P. M., and Pottsvine at 2.45 P. M., arriving at Palia-delphia at 6.45 P. M.

Harrisburg Accommodation leaves Reading at 7.75 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, 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 Philadel 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

ading at S A. M.; returning from Reading at 4 35 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.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 F.M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:16 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD.

Passengers for Mr. Plessant and interroclusts points.

COLEBROOKDALE RAILROAD.

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

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

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 7-21 A. M., and 2-05 P. M., arriving at New York 12-05 noon, and 6-25 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts-

these trains through between Jersey City and Pitts-burg without ohange.

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

SCHUYLKILL VALLEY RAHLROAD.

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 SUSQUERANNA RAHLROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrous

Trains leave Auburn at \$45 A. M. or Pinegrove and Harrisburg, and at 12 10 noon for Pinegrove, Premont, and Brookside, returning from Harrisburg at 240 P. M., from Brookside at 400 P. M., and from Tremont at 715 A. M. and 505 P. M.

Through first class tickers and emigrant tickets to all the principal points in the North, and West and

il 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 Accommodation Market Train, Reading and Pottatown Accommodation Trains, at reduced rates. reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates. owing 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. disint, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, twelve months, for holders only, to all points, at reduced 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 tickets at half fare.

EXCURSION TICKETS from PhMadelphia 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.

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 rounts beyond bints beyond.

BAGGAGE.—Dungan's Express will collect bagrage for all trains leaving Phiadelphia Depot.

Baggage for all trains leaving Phiadelphia Depot.

But Berner can be left at No. 225 South FOURTH Street,

But Breen TH and CALLOWHILL or at the Depot, THIRTEENTH and CALLOWHILL

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., 1:55 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, Gien 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 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 5.30 A. M. and 2 00 P. M.

Leave West Chester for Philadelphia at 7 55 A. M.
and 4 00 P. M. WILLIAM C. WHEELER, General Superintendent, 4 105

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Nov. 15, 1859, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.
MAIL TRAIN leaves Philadelphia. 9-35 P. M.
" Williamsport 7-40 A. M.
" Williamsport 5-40 A. M.
ERIE EXPRESS leaves Philadelphia. 11-40 A. M.
" Williamsport 9-00 P. M.
" arrives at Erie. 10-00 A. M.
ELMIRA MAIL leaves Philadelphia. 7-50 A. M.
" WIHLIAMSPORT. 6-00 P. M.
BETTYES AS LOCK HAVER. 7-20 P. M.
BESTWARD. BATTVES AT LOCK HAVER. T20 P. M.

BASTWARD.

MAIL TRAIN leaves Erie. 5.40A. M.

"Williamsport. 9.25 P. M.

arrives at Philadelphia. 6.20 A. M.

ERIE EXPRESS leaves Erie. 4.00 P. M.

ENIE EXPRESS leaves Erie. 8.30 A. M.

"Williamsport. 8.30 A. M.

"Williamsport. 8.40 P. M.

ELMIRA MAIL leaves Lock Haven. 8.00 A. M.

"Williamsport. 9.45 A. M.

"Williamsport. 9.45 A. M.

"Williamsport. 9.45 A. M.

"Harrisburg. 5.20 A. M.

Express East connects at Corry, Mail East at Corry, and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad,

ALFRED L. TYLER, General Superintendent. Commutation tickets at reduced rates between

RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILBOAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1889.
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 Cheanut 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 Cheanut 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 Cheanut street, or No. 118 Market street, will receive attention.

TRAINS LEAVE SPOT, VIL !-Accommodation..... Accommonation. 12-11 A. M.,
Pacine Express. 12-00 night.
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock
Pacine Express leaves daily. Cincinnati Express
daily, except Saturday. All other trains daily, except Sunday.

cept 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.

Cincinnati Express. 3-10 A. M.
Philadelphia Express. 6-30 A. M.
Erie Mall. 6-30 A. M.
Paol Accommodation, 8-20 A. M., 3-40 and 6-25 P. M.
Part colours Teams. 

General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted

Way Mail Train at 8:30 A. M. (Sundays calculated for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto and intermediate stations.

Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at 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, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia.

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

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

Leave Philadelphia at 11:00 A. M., 230, 5:00, and raw P. M. The 5:00 P. M. Train connects with Delaware Endroud for Marrington and intermediate

Leave Wlimington 6:30 and 8:10 A. M., 1:30, 4:15, Leave Winnington 6:30 and 8:10 A. M., 1:30, 4:15, 5:10 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Winnington runs dally; 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

Refrond.
From Ealtimore to Philadelphia—Leave Baltimore 125 A. M., Way Mail; 9:35 A. M., Express; 9:35 P. M., Express; 9:35 P. M., Express; SUNDAY TRAIN FROM BALTIMORS. 1 cdv. 8 Enlimere at 725 P. M., stopping at Mag-olia, Perryman's Aberdeen, Havre-de-Grace, Per-ville, Charlestown, North-East, Elkton, Newark, tanton, Newport, Wilmington, Claymont, Linwood,

H. F. KENNEY, Superintendent, PHILADELPHIA AND BALTIMORE CENTRAL RAILEGAD COMPANY.

WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1969, Trains
will leave as follows, stopping at all Stations on
biladelphia, Baltimore Central, and Chester Creek 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. Saturday the 2.25 P. M. train will leave at 4.30 Passengers are allowed to take wearing apparel

only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, 111 President and General Superintendent. GREAT SOUTHERN MAIL

NEW ORLEANS, MEMPHIS, NASHVILLE, AT-LANTA, AUGUSTA, MONTGOMERY, MOBILE, MAGON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage observed through to destination, and all information furnished at 721 OHESNUT Street,

Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelph THE PRINCIPAL DEPOT

EVENUESTAMPS No. 304 CHESNUT STREET. CENTRAL OFFICE, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street), ESTABLISHED 1862. The sale of Revenue Stamps is still continued at

the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment. Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

The following rates of commission are allowed Stamps and Stamped Paper:-On \$25 and upwards...... 2 per u ......4 u 100 300

Revenue Stamps printed upon Drafts, Check

Address all orders, etc., to STAMP AGENCY,

No. 804 CHESNUT STREET, PHILADELPHIA.

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

JOHN W. EVERMAN, ton CHURCH Street (City Stores.

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STEAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and Brass Work constantly on hand. All work promptly attended to. Gairguized Tube for Cometers Lots furnished.

AUDTION SALES.

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

Sale at the Ancilon Rooms, Nos. 122 and 1st 5. Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, PIANO, MIRRORS, OFFICE FORNITURE, MATTRESSES, BEDDING, STOVES, OAEPETS, ETQ.

On Thursday Morning,
February 24, at 8 o'nlock, at the auction rooms, by estallogue, a large assortment of superior household turniture, comprising walnut perfor suits, Covered with plush, reps, and bair cloth; walnut library suits; valuat plush, reps, and bair cloth; walnut library suits; valuat chamber suits; cottage clumber suits; resembed plane, forts; French plate mirrors, i walnut bookcases, walnut slubboards; wardrobes; extension, library, centre, and bouquet tables; lounges; armediaris; hat stands; clapores; bedsteads; washstands; chamber and dining-room chairs; fina hair mattresses, feather bods, bolsters and pillows; chims and glassware; large assortment of office decks and tables; cigar pompor; cabled maker's bench, gas-consuming and cooking stoves; voives, Brussels, and other carpets, etc.

Also, 2 reserved plane fortes, made by Schemacker & lo and Pennsylvania Manufacturing Co.

Also, mahegany plane forte.

FRENCH PLATE MIRROR.

ERENGH PLATE MIRROR.

Also, large French plate mirror, 18 feet long, 4 cost high, suitable for a hotel or romaurant.

DIAMOND JEWELRY.

Also, set diamond ear-rings and sou.

Also, pair solitaire diamond ear-rings. 2 22 26

Also, pair solitaire diamond ear rings.

Sale No. Lett Walnut, street.

ELFGANT WALNUT FURNITURE, THRRE LARGE FRENCH PLATE MANTEL, MIRRORS, HAND-SOME CHANDELIERS, RICH VELVET AND ENGLISH BRUSSELS CARPETS, ETU.

On Friday Morning,
Feb. 25, at 10 o clock, at No. 1021 Walnut street, by catalogue, the elegant oiled walnut furniture, comprising-walnut excritoire, large walnut furniture, comprising-walnut excritoire, large walnut expenses diding table, two very large walnut-buffet sideboards, time Lisbon and Browed in the company of the French china dinner, es, and dessert service, cut glassware, three large and very line French-plate mantel mittors, g. frames, five handsome gilt chandeliers and two half pendants to match, cottage channer furniture, rich velvet and English Brussels carpets, two refrigerators, cocking utensils, etc.

Administrator's Sale.

Administrator's Sale.

No. 124 Tulpehockon street, Germantown.
VALUABLE GREEN-HOUSE PLANTS.
Ou Friday Morning.
Feb. 25, at 11 o'clock, at No. 124 Tulpehocket street,
Germantown, about 400 valuable Green-house Plants, including Camelias, Palms, Lemon Trees, etc. 12 22 2t.
May be examined on the morning of sale at 8 o'clock,

COTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

R. SCOTT, Jr., Auctioneer.

No. 1117 CHESNUT Street, (Girard Row).

No. 1117 CHERNUT Street, (Grand Row).

I. LUTZ'S FURNITURE WAREROOMS,

No. 1218. Elevanth 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 Thursday and
Friday, February 24 and 25, at 10 A. M., on my premises.

Now open for examination. Terms, 90 days for all sums
over \$330.

Thanking you for past favors, I remain,

over \$500,
Thanking you for past favors, I remain,
2 19) Yours, very respectfully.
P. S.—In consequence of my immerse stock and incapacity of room, I deem 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 Obsenut street.

POSITIVE SALE OF 100 OIL PAINTINGS.
On Thursday and Friday Evenings,
February 24th and 25th,
Finbracing the usual variety of landscapes, marine
views, cattle and fruit pieces, all mounted in flue gold
leaf frames. The above invoice must be sold without the
least reserve, to make room for one of the largest sales
giver held in this city. Now on exhibition in the galleries
on stairs.

223%

CARD. We have established TUESDAY throughout he year for the sale of nothing but directed NEW FUR-NITURE. Our first sale will take place on TUESDAY, blarch I, and selicit the sane from manufacturers. Those wishing to contribute to this sale must make immediate application to secure a position in the catalogue, and goods must be in store on Saturday, 26th. Particular attention paid to Out-door Sales at mode

MARTIN BROTHERS, AUCTIONEERS, (Lately Selemon for M. Thomas & Sons.)
Ro. 659 CHESNUT Street, rear entrance from Minor.

Peremptory Sale at No. 1030 Chesnut street.

VERY ELEGANT FRENCH PLATE, MANTEL,

PIER, AND OVAL MIRRORS, ALL IN SPLENDID

GOLD GILT AND WALNUT FRAMES.

FROM THE ESTABLISHMENT OF G. PELMAN.

On Thursday Morning.

February 24, at 11 o'clock, at No. 1030 Chesnut street,
we will sell without reserve, by catalogue, a large and excellent selection of the linest quality French Plate

Mantel, Pier, and Oval Mirrors, of all the various sizes, in

splendid Gold Gilt and Walnutsframes.

The public is respectfully informed that this sale includes a first class assortment of mirrors of latest designs
and choicest patterns, having been manufactured by Mr.

Felman expressly for his private sales.

219 4t

IMPORTANT PEREMPTORY SALE OF OIL
PAINTINGS,
At No. 1029 Chesnut street.
On Thursday and Friday evenings, at 7½ 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 catalegue, without reserve, by
order of Messis, J. Richardson and G. Pelman, a very
choice collection of Fine Modern Oil Paintings, introducing many excellent specimens of the English, German. ing many excellent specimens of the English, German, and French schools. The subjects are varied and pleasering: Landscapes, Marines, Cattle, Fruit, and Flower Pieces, etc.

SALE OF REAL ESTATE AND STOCKS, Feb. 28 at 12 o'clock noon, at the Philadelphia Fx-MODERN THREE-STORY RESIDENCE, No. 809
S. Tenth street,
Precutors Peremptory Sale—STORE and DWEL-LING, Ridge road and Green street, 2216t

Sale at No. 1525 Spring Garden street.

HANDSOM# WALNUT HOUSEHOLD FURNITURE, Elegant 7-octave Pianoforte, Superior Sideboard, Fine Brussels and other Carpeta, etc. board, Fine Brussels and other Carpets, etc.

March 1, at 10 o'clock, at No 1525 Spring Garden street, by catalogue, the entire very superior household furniture, comprising walnut hair-cloth parlor suit; elegant rosewood foctave piano forte, made by the Union Company, equal to new superior walnut sideboard; extension table; bookense; handsome lounge; superior Spanish chair; fine Brussels and other carpets; china and glassware; kitchen utensits; oil cloth, etc. The bouse is to rent.

2226t

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 282 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC PRY GOODS. On Thursday morning, Feb. 24, at 10 o'clock, on four months' credit. 2 18 5t

IMFORTANT SALE OF CARPETINGS, OIL OLOTHS, ETC.
On Friday Morning,
Feb. 25, at 11 o'clock, on four months' credit, about 206 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 2 19 5t. LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS, ETC., On Monday Morning, Feb. 28, at 10 o'clock, on four months' credit. 2 22 5t SALE OF 2000 CASES BOOFS, SHORS, HATS, ETC.
On Tuesday Morning,
March 1, at 10 o'clock, on four months' credit. 2 23 54

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
GRESNUT Street, rear entrance No. 1107 Sansom street. Raie No. 110 Chesnut street,

HANDSOME WALNUT PARLOR, LIBRARY, DININGROOM AND CHAMBER FURNITURE, Asminster,
Brussels, and other Carpets, Maniel and Pier Glasses,
Cottage Suite, Shoffeld, Plated Ware and Cutlery,
China Tollet Sets, Oil Paintings and Eugravings,
Stoves, Kitchen Furniture, etc.
On Friday Morning,
At 9 o'clock, at the Auction Store, No. 1110 Chesnut
street, will be sold, a large assortment of New and Secondhand Furniture, by catalogue.
Particulars hereafter.

1223 26

Sale at No. 1925 Wallace street.

HANDSOME FURNITURE, BRUSSELS, AND INGRAIN CARPETS, Nearly New: Hair Mattresses, China, Glassware, etc.

On Tusaday Morning,
March 1, at 10 colock, at No. 1925 Wallace street, will be sold, the entire Furniture of house.

Particulars hereafter, Catalogues ready on Saturday.

A. McCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET. Personal attention given to sales of Household Farms ture at dwellings.

Public sales of Furniture at the Auction Rooms, No.
1919 OHERNUT Stratest, every Monday and Thursday,
For particulars see Public Ledger.

[I 18]
N. H.—A superior class of Furniture at private sale.

C. D. MCCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC.
On Thursday morning, February 24.
At 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we invite the affention of the trace.
N. H.—Sale every Monday and Thursday.

222 22 3 BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [II 34 6
Fo. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

I IPPINCOTT, SON & CO., AUCTIONEERS,

TOHN FARNUM & CO., COMMISSION MER-O chauts and Manufacturers of Conestogs Ticking, etc. No. 223 OHESNUT Street, Philadelphia. 41 word.