RAILROAD LINES.

WINTER ARRANGEMENT

### Shrews. From the London Saturday Review

A number of good old-fashioned words, those pictorial and uncompromising epitheta in which our forefathers delighted, have gone out of date, and in their stead we have polite paraphrases which avoid nothing so much as calling things by their right names. Thus we have no shrews or scolds now; we have sensitive temperaments and nervous organizations, we have irritable natures and difficult tem pers, but of shrews or scolds we have as little as of the ducking-stool which was their punishment. And yet the class survives, though its name and award have both passed away, and though the form is considerably modi fied; for the Victorian shrew is very unlike her older Elizabethan sister, happily for those of us who have to dwell within her sphere. Such a young person as "Kathe-rine the curst" could not exist for a moment in any decent drawing-room; and what even the noblest and purest of Shakespeare's women were permitted to say without the loss of dignity or consideration would subject any modern tradesman's wife to unconditional condemnation, and a character torn into such rags as could never be repaired. But for all its softer manifestation humanity is not yet purged of its evil humor of shrewishness-that evil humor which has existed as long as humanity itself. History is full of stories of shrews, of whom of course the archetype is Xantippe. But it seems to have been the lot of many great men beside Socrates to have had the same ill-luck in their matrimonial ventures, and to have drawn a vixen when they put in for a wife. Albert Durer drew such a questionable prize; Milton another; Palissy was belabored with his wife's not unnatural reprosches when one by one her household goods were taken to feed that ravenous furnace of his, and the children cried for the bread which was sacrificed in the search after white enamel. Perhaps it is part of the moral training of a certain kind of hero that he should have a shrewish wife, on the principle of the grace which comes by tribulation, and the nobleness to be got at only under the pressure of daily chastisement Anyway, great men have often married themselves to shrewish wives, and curst tempers have been mated with patient ones more fre-

quently than happily. A shrew is by no means a virago. She may be a vixen, but she is seldom ferocious. Her pleasure is to scold, not to strike, and she is more likely to excite a fray than to join in it when it has developed into a fight. Such as the old masters painted her as in their day of the highest classes, she is found now only among the people, where indeed she is not infrequent—that shrill-voiced, ferret-eyed, sharp-nosed little woman we all know of, standing with her arms akimbo, ready to take fire at the faintest spark, and scolding at all creation. Every village and country town has such a woman—the dread of the children and meeker kind of young folks in her district, the sport of rude boys whe like to "set her off" from a safe distance, and the scoff of beery men who chaff her husband in their heavy way about the grey mare at home; but with all that she keeps a tidy hearth, saves money, and has as good a name for honesty as for industry. She brings up her family after the strictest pattern of morality, leading them into the way they should go by thumpings and railings that never end, and she would disown any of them who by chance lapsed into public transgression; yet she drives her husband to the ale-house, as Rip Van Winkle's wife drove hers by the force of her tongue alone, driving her sons after him, while her daugh-ters take to showy dresses and illicit love-making, as their form of dram-drinking, to help them over the hard lines laid down for them by their shrewish mother. So that, in spite of herself and all her cares, the family of the village scold more often than not turns out badly, simply because of her ungovernable temper. Every community has one such member, a busy, bustling, notable little woman who halves her life between toiling and railing, working hard to keep her family respectable, but succeeding for the most part only in making them miserable, and who, when she dies, dies in a chorus of commendation, unloved and unregretted by all But beyond this primitive type of the shrew, we have enough and to spare of a more refined kind among the educated; good women who do not flirt, nor spend too much money on dress or pleasure, who are content to stay at home and look after their houses and children, but who take out in ill-temper what they deny to naughtiness, and think themselves justified because their sins are not those of the lust of the flesh or the pride of life. The house over which a shrew presides is a weariness to the souls of those forced to dwell therein. She is forever scolding the servants when she is not changing them; and servants never do well when they are scolded. Either it makes them more stupid than they were before, or it rouses their bad passions, and turns an unintentional mistake into a wilful misdeed. But the shrew cannot be taught this; nor can she make allowance for human infirmities. With her those uneducated maids and men who do her service must be free from all traces of original sin, and from all the consequences of ignorance. They must be able too to bear unjust rebuke without so much as looking a remonstrance, and if they venture to express one it is sure to end in an angry warning "this day month." The same kind of thing goes on with her children. There is no good-natured slipping over faults, no smoothing away of difficulties, no making the best of the bad, and so escaping the full flavor of evils which are bad enough at the best; she worries and drives and scolds them through the whole of day, then wonders that they the shrink from her, and that their very fear induces falsehood. As for her husband, she is of so much use by her perpetual nagging that she saves the necessity of purgatory after death by giving him the full benefit of it beforehand. If he quietly withdraws from the unequal contest, and leaves her to her shrewishness while he betakes himself to his club, she then makes capital out of her wrongs and loudly sets forth her virtues; how she has always done her best to save his pocket; how has been a faithful wife and careful mother, and worked and kept house like any slave, while others, whose husbands idolize them, spent and racketed, and have more than one flirtation such had as a married woman should not have. And yet look at them and their husbands, and then see the difference with hers. Poor shrew! that proverb about the dinner of herbs and the stalled ox has never carried any weight with her or taught her any lesson. As with the village scold, so with a shrew of the upper class; her children either leave home prematurely or marry ill. They neither see nor care for the real love and sterling goodness often underlying that bitter temper; all they know is that mamma is always cross and that she makes their lives wrotched. And as we are all more or less superficial in our judgments, and swayed by our own selfish pain or pleasure, preferring to be made

happy by a little less rigid morality rather than uphappy by extra virtue, we can scarcely blame the children of the shrew for not divining what they do not, see, and for doing their best to escape from what they suffer. But many a shrew has broken her heart before now for what seems to be the ingratitude and oldness of those whom her own temper only drove from her. Shrews are generally inclined to meanness

of habit and stinginess of dealing; neither are they women of luxurious temperament. A woman may be violent, passionate, jealons, and unreasonable, with blood boiling at all points, as ardent in anger as in love, and fierce in all her passions, but she is not a shrew. The shrew proper is a thin-lipped. unsensuous woman, unmerciful to "hussies," and intolerant of self-indulgence. There is something in the very fact of being at loose ends in morality that seems to soften people's tempers, save indeed when the whole nature is coarsely wrong and violent altogether; while a woman who is absolutely impeccable on the score of discretion often gives herself no trouble on that of amiability. She seems to think that nothing else is needed if only Mrs. Grundy is satisfied, and that to be good and disagreeable is not the high treason against virtue which the old saying makes it out to be. Perhaps, however, it is too much to expect poor hu-manity to be square on all four sides, and right in every corner. Men rarely scold as women scold. A few do so, certainly, all types running into each other; but men are kept in order by the fact of physical strength, as well as by a certain instinctive respect for each other which women have not got. Men could not be brought to suffer from one another what women bear from women; hence a scolding man generally takes his wife and daughters for his vessels of wrath, their sex rendering them incapable of punishing him, save by retaliation in kind, when they generally come the worst off. For in a scolding match, as everywhere else, the heavier metal must tell, and when men are shrews at all they surpass even the shrewishness of women.

But though we can afford to laugh at it from a safe distance, the fault of shrewishness is indeed a great one. Olden times appreciated it at rather a high figure. The cucking-stool wherein the scold was bound before her own door to be pelted and insulted by the mob, and the ducking-stool in which she was ducked and half-drowned, were rough modes of showing dislike to an unpleasant habit. Certainly we do not wish to see them revived, and, indeed, we rarely meet nowadays with the same kind or amount of shrewishness that was once so general in all classes, and punished so severely among the poor. Manners have so far softened and become refined, that a shrew of the lady class, however shrewish she may be, has to refrain from abusive epithets under pain of class degradation, and must confine herself to the expression of her displeasure without the aid of full-flavored adjectives. Yet, though the form may be so much softened, the vice is not eradicated; and what we want to make clear is, that scolding is a vice like that of any other, difficult to shake off when once adopted, and one that eats into the moral nature more deeply than people are aware of. And the odd part of the business is that most shrews are unconscious of deserving blame. The woman who rails and fumes at every trifling annoy-ance that occurs till she makes the whole house miserable, does not know that she is committing a sin. She only thinks herself wronged by circumstances or by people, and that she is exercising a righteous indignation. and making a quite justifiable protest against the same. She does not dream that she is digging the grave of her own happiness and esteem; but, after she has worried her family to the very verge of madness, laments her hard case in not being lovedshe who would do so much for them ! So she would in all probability; for nine times out of ten it is her temper, not her heart, that is in fault, and we frequently find the most uncomfortable shrew capable of the most heroic virtue when the pinch comes. Yet as pinches are only occasional, and the ordinary monotonous highway the place we mostly walk in, the shrew's heroic virtues are brought into play but rarely, while her shrewishness is a thing of every day, and her power-and habit-of making people unhappy one that has no ending save in death.

RAILROAD LINES. 1869. FOR NEW YORK. THE CAMDEN And Amboy and Philadelphia and Tren-

READING RAILROAD. -GREAT TRUNK LINE from Philadelphis to the interior of Pennsyl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas. 1869. and Amboy and Philadelphia and Tren-ton Railroad Companies' lines from Philadelphia to New York and Way Places. PROM WALNUT STREET WHARF. At 6:00 A. M., via Camden and Amboy Accom... \$9:25 At 8 A. M., via Camden and Amboy Accom... \$9:25 At 8 A. M., via Camden and Amboy Express.... 8:00 At 9 P. M., for Amboy and intermediate stations. At 6:30 and 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. H. R. R. At 8 and 10 A. M., 19 M., 9, 8:30, and 4:30 P. M., for Trenton.

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burilagton, Beverly, and Delanco. At 630 and 10 A. M., 13 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Elverside, Elverton, Palmyra, and Fish House, 5 A. M. and 9 P. M. for Elverton. The 1130 P. M. Line leaves Market Street Farry, furner side). (upper side).

(upper side). At 730 A. M., 280, 330, and 5 P. M. for Trenton and Bristel, and 1045 A. M. and 6 P. M. for Bristol. At 730 A. M., 230 and 5 P. M. for Morrisville and Tullytown. At 730 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 9:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and Intermediate stations. FROM WRST FILLADELITILA DELITILA DELITILA Via Connecting Railway. At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 19 P. M. New York Express Lines, via Jersey City. Fare, \$2:25. At 11:20 P. M. Emission Jone

[8 25. At 11 50 P. M., Emigrant Line. Fare, \$2. At 7, 9 50, and 11 A. M., 1 20, 4, 6 45, and 12 P. M., for Trenton. At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M. for

At 19 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torresonie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run

daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM EINSINGTON DEFOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Monitrose, Wikesharre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tein, etc.

Scranton, Strondsburg, water Gap, Schooley's Moun-tain, etc. A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, 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-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 n Thursday and Saturday nights at 11'30 P. M., for derchantville, Moorestown, Hartford, Masonville, Hainesport, and Moust Holly. At 7 A. M., 215 and 6:30 P. M. for Lamberton and

Mediord, At 7 and 10 A. M., 1, 3'30, and 5 P. M., for Smithville, Ewansville, Vinceptown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-

At 10 A. M., for Lewistown, wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN, AND NOR-

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

FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 2, 33, 33, 405, 435, 5, 53, 6, 63, 7, 8, 9-20, 10, 11, 12 M.

P. M. Leave Germantown at 5, 675, 717, 8, 8:20, 9, 10, 10:50, 12 A. M., 1, 2, 3, 3:50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8:20 down train and 3% and 5% up trains will

not stop on the Germantown Branch, ON SUNDAYS, Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10%

Leave Germantown at 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°20, 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. 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 9°25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Childelphia at 6, 7%, 9, and 11°55 A. M. 12°

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia 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, Fotts' 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 Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1969.

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969, The trains of the Pennsylvania Central Hairoad leave the Depot, at THIRTY-FIRST and MARKET Streeta, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Eleoping-car tekets 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

WINTER ARRANGEMENT Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours — MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 635 P. M.; arrives in Philadelphia at 935 P.M. MORNING EXPRESS. At 935 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegsove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkeabarre, Pittaton, York, Carlinle, Chambersburg, Hagerstown, etc. for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive at

	port, Elmira, Rochester, Niagara Falls, Buffalo,	receive attention.
l	Wilkesbarre, Pittston, York, Carlinie, Chambersburg, Hagerstown, etc.	THAINS LEAVE EPOT, VIZ. :
1	The 7:30 A. M. train connects at READING with	Mall Train 5'00 A. M
ł	East Pennsylvania Railroad trains for Allentown,	Faoli Accommodat's 10'80 A. M., 1'10 and 6'50 P. M.
1	etc., and the S'15 A. M. train connects with the	Fast Line and Erie Express 11 50 A. M.
I	Lebanon valley train for Harrishurg ato, and	Harrisburg Accommodation 230 P. M.
1	FORT CLINTON with Catawissa Railroad trains for	Lancaster Accommodation
1	Williamsport, Lock Haven, Eimtra, etc. ; at HAR-	Cincinnati Express Soo P. M.
	RISBURG WILL Northern Central, Comberland Val-	Cincinnati Express
	ley, and Schnylkfil and Susquehanna trains for Nor-	Accommodation 19-11 A. M.
I	thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.	Pacific Express 12:00 night
	AFTERNOON EXPRESS.	Erie Mail leaves daily, except Sunday, running or
	Leaves Philadelphia at 8:30 P. M. for Reading.	Saturday night to Williamsport only. On Sunday
ł	Pottsville, Harrisburg, etc., connecting with Read	night passengers will leave Philadelphia at 8 o'clock
	ing and Columbia Ratiroad trains for Columbia, etc.	Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, ex
	FUTISTOWN ACCOMMODATION.	cept Sunday.
	Leaves Pottstown at 645 A. M., stopping at inter-	The Western Accommodation Train runs daily
	mediate stations; arrives in Fhiladelphia at 9-10 A.	except Sunday. For this train tickets must be pro
	M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Potistown at 6.15 P. M.	cured and baggage delivered by 5 P. M., at No. 11
	READING AND POTTSVILLE ACCOMMODATION.	Market street.
	Leaves Pottaville at 540 A. M. and Reading at 7:30	TRAINS ARRIVE AT DEPOT. VIZ. :
	A. M., stopping at all way stations: arrives in Phila-	Cincinnati Express
	delphia at 10 20 A. M.	Philadelphia Express
	Returning, leaves Philadelphia at 4:45 P. M. ; ar-	Erie Mail
	rives in Reading at 7'40 P. M., and at Pottaville at 9'30 P. M.	Paoli Accommodation, 8'20 A. M., 3'40 and 6'25 P. M
		Parkesburg Train
	Trains for Philadelphia leave Harrisburg at 810 A.	Fast Line

Leaves Pottsville at 5 40 A. M. and Reading at 7 30 A. M., stopping at all way stations; arrives in Phila- delphia at 10 20 A. M. Heturning, leaves Philadelphia at 4 45 P. M.; ar- rives in Reading at 7 40 P. M., and at Pottsville at 9 30 P. M. Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 05 P. M. Harrisburg Accommodation leaves Reading at 7 16 A. M. and Harrisburg at 2 45 P. M. Harrisburg Accommodation leaves Reading at 7 16 A. M. and Harrisburg at 7 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 passonger car attached, leaves Philadelphia at 19 30, noon, for Pottsville and all way stations; leaves Pottsville at 5 40 A. M., connecting at Reading with Agreenoon for Pottsville and all way	TRAINS ARBIVE AT DEPOT, VIZ. :     Cincinnati Express.   S'10 A. M.     Philadeiphia Express.   6'80 A. M.     Baoli Accommodation, S'20 A. M., 3'40 and 6'25 P. M.     Parkesburg Train   9'10 A. M.     Parkesburg Train   9'10 A. M.     Parkesburg Train   9'40 A. M.     Parkesburg Train   9'40 A. M.     Parkesburg Train   9'40 A. M.     Lancaster Train   12'45 P. M.     Eric Express   12'45 P. M.     Southern Express   7'00 P. M.     Southern Express   7'00 P. M.     Lock Haven and Elmira Express   7'00 P. M.     Parking Commodation   9'50 P. M.     For further information, apply to   3'0H N. F. VANLEER, JR., Ticket Agent, No. 00 CHESSNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKIT Street, SAMUEL H. WALLACK
at Reading with accommodation train for Philadel-	SAMUEL H. WALLACE, Ticket Agent at the Depot.
All the above teerns man dollar Day Jose encouted	The Dennestrunte Dollroad Company will not an

Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as-nume any risk for Baggage, except for Wearing Ap-

parel, 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, 4 19 General Superintendent, Altoona, Pa.

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 Schwenksville take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines for the various points in Ferktomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD. Passengers for Mt. Pleasant and intermediate points

Railroad.

439 General Superintendent, Aitoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD....TIME TABLE...Trains will leave Depot corner Broad street and Washing ton avoine as follows:... Way Mail Train at \$30 A. M. (Sundays excepted) for Baltimore, stopping at all regular station Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations. Express Train at 19 M. (Sundays excepted), fo Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wil mington with train for New Castle. Express Train at 4 400 P. M. (Sundays excepted), for Ealtimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, 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, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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 Dela-ware Railroad for Marrington and intermediate

stations. Leave Wilmington 5:50 and 8:10 A. M., 1:30, 4:15,

and 700 P. M. The 3'10 A. M. Train will not stop netween Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

COLEBROOK DALE RAILROAD. Passengers for Mt. Pleasant and intermediate points take the 7 30 A. M. and 400 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 700 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 Reaching at 145 and 10 05 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at S A. M., and Philadelphia at 315 P. M. Leave Philadelphia for

eading at 8 A. M.; returning from Reading at 4-25

CHESTER VALLEY RAILROAD.

P. M.

more, etc. more, etc. Returning Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittaburg at 535 A. M., and 12 20 noon, passing Reading at 7-23 A. M., and 205 P. M., arriving at New York 1305 noon, and 635 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsand Magnolia. Passengers for Fortress Monroe and Norfolk will take the 1940 M. train.

these trains through between Jersey City and Pitts-burg without obange. A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 640 and 1230 A. M., and 650 P. M., returning from Tamaqua at 535 A. M., and 140 and 450 P. M.

and 140 and 450 P. M. SCHUYLKILL AND SUSQUEHANNA RAILEOAD. Trains have Auburn at 855 A. M. or Pinegrovo and Harrisburg, and at 12:10 noon for Pinegrove, Tre-mont, 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.

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

Excursion Tickets from Philadelphia to Reading

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

and Chester. Trains, at reduced rates. ets are obtainable only at the

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale No. 1031 Walnut street RIEGANT WALNUT PURNITURE, THREE LARGE FRENCH PLATE MANTEL, MIRRORS, HAND SOME CHANDELIKE, RICH VELVET AND ENGLISH BRUSSELS CARPETS, ETC.

7

ENGLISH BEUSSELS CARPETS, ETC. On Friday Morring, Feb. 25, at 10 o'clock, at No. 1031 Walaut street, by eata-logue, the elegant oiled walnut furniture, comprising, Walnut window chairs, covered with fine garnet plush, walnut escritoire, large walnut extension diming table, two very large walnut-buffet sideboards, fine Labon and Bro-ordella mathle tops and French plate mirror backs walnut o. s chairs, walnut library chairs, covered with mirroose, set fine French china dinner, iss, and demort service, out glassware, three large and erry fine French plate mauted mirrors, g. frames, five handsome gill obsidellors and you hall pendants to match, cottage chamber furniture, ich velvet and English Brussels carpots, two refrigues-tors, cooking utensils, etc. 2 35 35

Administrator's Sala. No. 194 Tulpehocken street, Germantown, VALUABLE, GREEN.HOUSE FLANTS. On Friday Morning. Feb. 25, at 11 o'clock, at No. 194 Tulpehocken street, fermantown, abeut 400 rainable Green house Flants, in-cluding Camelias, Palms, Lemon Trees, stc. [3 23 34 hay be examined on the morning of sale at 8 o'clock.

Public sale on the premises. THREE STORY BRICK BUILDING. On Saturday Morring. February 25, 1870, at 11 o'clock, precisely, will be sold at public sale to the highest bidder, on the premises, all that three story brick messingre, occupied by the Nimeteenth Ward Union League, situate at the junction of Frank-ford road and York streets, Nimeteenth ward. To be taken down and the material and debris removed by the pur-chaser on or before April 1, 1870. Slife to be paid at the time of sale. By order of J. H. Pugh, Esq., Commissioner. 22121

Public Sale. Public Sale. LEASES OF CITY WHARVES. Op Tuesday. March I, at II o'clock, boon, at the Philadelphia Ex-change, will be sold at public anction, to the highest bidder, for the term of one or three years, the following mamed Wharves and Landings:-Bridesburg Wharf, on the river Delaware. MarDureugh Street Wharf, on the river Delaware. MarDureugh Street Wharf, on the river Delaware. Prive Street Wharf, on the river Delaware. Vine Street Wharf, on the river Delaware. Ommaismoner.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. B. SCOTT, Jr., Anctioneer, No. 1117 CHESNUT Street, (Girard Bow).

2 24 4

No. 1117 CHEBNUT Breet, (Girard Bow). 1. LUTZ'S FURNITURE WARKROOMS, No. 121 S. Eleventh street. After twenty-five years of successful business in my present location, I have concluded to retire from busi-ness, and previous to my departure to Europe, in May, I will make a public sale of my entire stock of Furnitare, and have put the same in the hands of Mr. B. Scott, Jr., and have put the same in the hands of Mr. B. Scott, Jr., and have put the same in the hands of Mr. B. Scott, Jr., and have put the same in the hands of Mr. B. Scott, Jr., and have put the same in the hands of Mr. B. Scott, Jr., and have put the same in the hands of Mr. B. Scott, Jr., business, which will take place on Thursday and Priday, February 24 and 25, at 10 A. M., on my premises. Now open for past favors, I remain, 219) Yours, very respectfully, LLUTZ. P. S.-In consequence of my immense stock and inca-pacity of roem, I deem it necessary to issue tickets of ad-mission. The same can be procured on application and at the Art Gallery of B. Scott, Jr., No. 1117 Unessue street.

POSITIVE SALE OF 100 OIL PAINTINGS.

On Thursday and Friday Evenings, Gon Thursday and Friday Evenings, Fobruary 24th and 25th, Tmbracing 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 ever held in this city. Now on exhibition in the gallerise up stairs. 2233t

CARD.—We have established TUESDAY throughout the year for the sale of nothing but first-class NKW FUR-NITURE. Our first sale will take place on TUESDAY, March I, and solicit the same 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 Salesmen for M. Thomas & Sona.) No. ES C+(ESNUT Street, rear entrance from Minor.

No. ES CHESNUT SUBSET, four outrances from Minor.
IMPORTANT PEREMPTORY 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 Gaileries, No. 1020 Chesnut street, opposite the Academy of Fine Arts, by catalogue, without reserve, by order of Messus, J. Richardson and G. Polman, a very choice collection of Fine Modern Oil Paintings, introduc-ing many excellent specimens of the English, German, and French schools. The subjects are varied and Pleas-ing: Landscapes, Marines, Catalo, Fruit, and Flower Fieces, etc.

MODERN THREE-STORY RESIDENCE, No. 609 S. Tenth street. Frecutors' Peremptory Sale-STORK and DWEL-LING, Ridge road and Green street. 22154

From Ealtimore to Philadelphia-Leave Baltimore 7:25 A. M., Way Mail; 9:85 A. M., Express; 2:85 P. M., Express; 7:25 F. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolta, Portymar's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Eilton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. Fale at No. 1525 Spring Garden street. HANDSOM# WALNUT HOUSEHOLD FURNI-TURE, Flegant 7-octave Piano-forts, Superior Side-board, Fine Brussels and other Carpets, etc. On Toseday Morning. March 1, at 10 o'clock, at No 1525 Spring Garden street, by catalogue, the entire very superior bousehold

H. F. KENNEY, Superintendent.

modation Trains Sundays excepted. Trains leaving Wilmington at 630 A. M. and 445 P. M., will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Central SALE OF REAL ENTATE AND STOCKS, On Monday, Feb. 58. at 12 o'clock noon, at the Philadelphia Ex-From Ealtimore to Philadelphia-Leave Baltimore

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FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Manayunk at 6'10, 6'55, 7%, 8'10, 9'20, and 11% A. M., 2, 8%, 5, 6%, 8'00, 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% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% A. M., 4% P. M. Leave Philadelphia at 7% 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 LEHIGH AND WY OMING VALLEYS, NORTHERN PENNSYLVA. NIA, SOUTHERN AND INTERIOR NEW YORK, BUFTALO, ROCHESTER, NIAGARA FALLS, THE GI AT LAKES, AND THE DOMINION OF CANADA.

GI AT 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-cepted), as follows:— At 800 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, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 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 Railroada, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. Hazleton. At 5 00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

nd Mauch Chunk. For Doylestown at 8:45 A. M., 9:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and 11-20 P. M.

For Abington at 1 15, 5 20, and 8, P. M. For Lansdale at 6 20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA.

From Bethleheim at 9 A. M., 9:15, 4:40, and 6:25 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 10 P. M.

From Abington at 235, 645, and 920 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 930 A. M.

Philadelphia for Bethlehem at 0.50 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 700 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets soid and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, Nu. 105 S. FIFTH Street. 11 1 EILLIS CLARK, Agent.

W EST JERSEY RAILEOADS, FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper Forty). at Ferry), at 8'15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate stations. sions. and way owner i Ci Cape May, Millyille, Vineland, below Glassboro, gti, for Bridgeton, Salem, Swedes-ermediatestations. and Clayton 80-(lt)),Glassboro, and Clayton ac-BODY X's Blas 7 commodatio. Freight train for all stations leaves Camden daily, at 12 o'clock, hoon. Freight received in Philadel-phis at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE modatio Avenue.

Avenue. Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY. (SATURDAYS ONLY.) Leave Philadelphia, 815 A. M. Leave Cape May, 120 P. M. WM. J. SEWELL, Superintendent. September 16, 1869. 9 50

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. 57 NORTH WHARVES No. 57 NORTH WATER STREET, PHILADELYMIA, ALEXANDER G CATTEL

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, dis-

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Boomto beyond. BAGGAGE.-Dungan's Express will collect bag-gage for all trains leaving Phi.adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets. treets.

W EST CHESTER AND PHILADELL RAILROAD. Leave Philadelphia from New Depot, THII FIRST and ChESNUT Streets, 745 A. M., 1100 A 230 P. M., 415 P. M., 440 P. M., 615 and 1130 P Leave West Chester from Depot, on East Mi street, at 635 A. M., 800 A. M., 745 A. M., 10 M., 155 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 800 A. M. will at B. C. Junction, Lenni, Gien Riddle, and M leaving Philadelphia at 440 P. M. will stop a din, Glen Riddle, Lenni, and B. C. Junction. sengers to or from stations between West Ch and B. C. Junction going East will take train les West Chester at 745 A. M., and change of B. C. Junction, and going West, passengers fo tions above B. C. Junction will take train les Philadelphia at 440 P. M., and will change of B. C. Junction. The Depot in Philadelphia is reached direct the Chesnut and Walnut Streets cars. Those of Market street line run within one square, cars of both lines connect with each train up arrival. ON SUNDAYS. arrival. ON SUNDAYS.

Leave Philadelphia for West Chester at 8-3 and 200 P. M. Leave West Chester for Philadelphia at 755 and 400 P. M. WILLIAM C. WHERELE

General Superinter 6 105 PHILADELPHIA AND ERIE RAILRO WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the on the Philadelphia and Erie Railroad will follows from Pennsylvania Railroad Depot.

MAIL TRAIN leaves Eric. 54 Williamsport. 54 arrives at Philadelphia. 62

ELMIRA MAIL leaves Lock Haven...... 80 Williamsport..... 94

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 Bedbroadt.

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 9:25 P. M. train will leave at 4:30 P. M. Passangara are allowed to take model of the second

Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same, HENRY WOOD,

111 President and General Superintendent.

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inviting comprising walnut bair-cloth parlor household inviting, comprising walnut bair-cloth parlor suit; ele-gant ro-ewood 7-octave plane forts, made by the Union Company, equal to new; superior walnut sideboard; ex-tenzion table; bookcase; bandsome lounge; superior Spanish chair; line Brussels and other carpets; china and glassware; kitchen utensils; oil cloth, etc. The house is to rent. 223 65

BUNTING, DURBOROW & CO., AUCTION-BACKERS, Nos. 293 and 234 MARKET Street, sorner of Back street. Successors to John B. Myers & Co.

Bark street. Successors to John B. Myers & Os. IMFORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning, Feb. 25, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, henp, cottage, and rag car-patings, oil cloths, rugs, etc. LARGE SALE OF FRENCH AND OTHER EU ROPEAN DRY GOODS, ETC., On Monday Morning, Feb. 25, at 10 o'clock, on four months' credit. 22255

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC. On Tuesday Morning, March 1, at 10 o'clock, on four months' credit. 2 23 64

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 CHEENUT Street, rear entrance No. 1107 Sanson street.

CHEENUT Street, rear entrance No. 1107 Sanson street. Rale No. 1110 Chesnut street. HANDSOME WALNUT PARLOR, LISRARY, DINING-RGOM AND OHAMBER FURNITURE, Axminster, Brussels, and other Carpets, Maniel and Pier Glasses, Cottage Suits, Sheffield, Plated Ware and Carler, China Tollet Sets, Oil Paintings and Regravings, Stoves, Kitchen Furniture, etc. On Friday Morning, At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold, a large assoriment of New and Second-hand Furniture, by catalogue. Particulars hereafter. (2 23 2t

Sale at No. 1925 Wallace street. HANDSOME, FURNITURE, BRUSSELS, AND IN-GRAIN CARPETS, Nearly New; Hair Mattresses, Chins, Glassware, etc. On Tuesday Morning, March I, at 10 o'clock, at 40, 1925 Wallace street, will be cold, the entiro Furniture of house. Particolars hereaiter, Catalogues ready on Saturday.

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LOST.

LOST CERTIFICATES. - NOTICE IS L hereby given that application has been made for new Cortificates of the Loan of the Grand Lodge of F. and A. Masona of Penneylvanis, in place of Nos. 82 and 83, for two hundred doltars each, issued to the Trostees of Frank-ins Lodge No. 124 A. Y. M. the same having been lost or stolen, and such new Certificates will be issued unloss cause be shown on or before March, 1870. 2 10 thilt

WHEREAS, A CERTIFICATE, NO. 79. W Insued February 8, 1840, in the name of #OHN L. PASSMORE, for Ten Shares of the Capital Stock of the Merchants' Hotel Company, has been lost or mislaid, all persons are hereby cautioned against negotiating said cortificate, as application has this day been made for isening a new one. 210 ths IN\*

EASTON & MCMAHON.

E A B AND COMMENSION MERCHANES, No. 2. OCKN THES SLIP, Now York. No. 18 SOUTH WHARVES, Philadelphia. No. 46 W. PRATT Street, Baltimore. We are prepared to ship overy description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptaces and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

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