The Sleepless. The hour is twelve-the light is out-The curtains are of dimity, I nothing have to think about,

To vex my equanimity. My income is a good round sum : My savings well invested are.

My debts to scarce ten pounds would come, My waistcoats double-breasted are.

My nightcap's padded at the ears; My slippers are with flannel lined; With capon, beef, and wine, and beer's My alimental channel lined.

The hour is twelve-I've doused the glim-My curtains draw occlusion in. But slumber flies both lid and limb-All sleep I find delusion in !

And, why? The question you let drop I answer with veracity—
There's Mrs. J. sleeps like a top,
And snores with pertinacity.

I do not rouse her, pretty pet!

I let her sleep away, I do!
Though I don't close my syes.—I get
More rest now than by day I do!

THE GOLDEN CITY.

Details of the Terrible Accident on the Pacific Const.

The San Francisco Alta publishes the follow-ing facts concerning the Golden City, from a

The steamer Golden City left San Francisco on the 18th of February, with about three hundred passengers. The weather was pleasant, and everything promised a pleasant voyage. We and everything promised a pleasant voyage. We had been out from port about thirteen days and nineteen hours, and had run about one thousand miles, when, on the morning of the 23d, the first passengers on deck were alarmed at finding the steamer running head on into a thick fog, and hearing the heavy roar of the breakers, apparently in close proximity. It was evident we were dangerously near the shore, while right ahead, the peril still apparent to old sallors on the coast, the density and blackness of the bank of fog hanging over Point Lavaro were unaccountable to us who knew nothing of the coast. It was night intensified. Looking over the other bow, north and Looking over the other bow, north and west, we could see a smooth sea and a clear horizon. Shortly before 7 A. M., just as the tables were let down to breakfast the steerage passengers, the ship was felt thumping against the bottom with no great violence, but it sufficed to cause a rush on deck. She rode over this obstruction, and careered on with slightly diminished speed. She kept on her course, without any change of position, for about two minutes, when she struck again with great force. It seemed as if it was intended to drive her over this, but all efforts to clear it only her over this, but all efforts to clear it only drove her further on. The engines were then reversed, with a view to back off. It was too tate—she was hard aground. She careened from side to side with fearful force, sending men, women, and children into prostrate masses over

It was a dreadful sight, enough to cower the bravest heart. Women were calling for their husbands, children screaming for their mothers, and others praying God to save them, in a and others praying God to save manner beyond any adequate description. Presently the third mate came forward and began pulling the pile of life-preservers as under. The men who had until now been quite calm broke loose, and made such a charge as probably never was seen before. In less time than it takes to tell it the heap was cleaned off to the floor. In the confusion such havoc ensued that more than half the coveted articles were rendered useless. The fog which intervened between us and the The fog which intervened between us and the shore was gradually clearing off, and by the time we were equipped with life-preservers, put on hurrledly in all styles and positions, the eager faces turned shoreward to measure the distance to be overcome before taking the dreaded plunge, saw the land. GOING ASHORE.

Previous to lowering the life-boats the first officer (Gerrick), who worked heroically to save the ship, called for order among the crowd assembled round the stern; he told them it was determined to take the boats; he required their help, and if they would keep cool all would be saved. He appealed to them to behave like men, sto stand by him till the women and children were all safely landed, and finally, that he would shoot any one who attempted to get into the boats till that was fully accomplished. When they put off many feared that they would meet with loss in the angry breakers that were roaring around them. With grateful hearts we saw them overcome every danger, jump into the surf, and wade

DISORDER AND DRUNKENNESS. portion of the men went to work reulgar wrecker style, and when the liquors began to arrive the thirsty crowd would break in the heads of the barrels and swallow it by the quart. Excited folks ran hither and thither for vessels to hold the precious stuff, hats played a promiment part in the revelry, those who wanted a drink, and were not otherwise provided, using them instead of cups. Soon drunken men could be seen reeling around in all directions; de-moralization and utter selfishness were gaining strength with each arrival of plunder. It was apprehended at one time there would be bloodshed if this state of affairs was allowed to continue. It was determined if pos-sible to put a stop to it. The third mate, with a posse of volunteers from among the well-dis-posed, armed with axes, broke through the mob and spilled the liquor into the water. The whisky ring murmured against this invasion of their rights, and resorted to every trick to circumvent the vigilant officer. He succeeded at last in restoring order and preventing a recur-rence of the disgraceful scenes of the fore part of the day.

THE COLORADO APPEARS. A boat was sent out to intercept her; after an exchange of signals with the shore she turned back and steamed round the point out of sight. We were informed that the captain was going to make a speech and wanted us to be present. Abox was placed in a commanding position, and after a few preliminary flourishes the objects of the meeting were gone into pro bono publico. He stated that the Colorado would proceed twenty-five miles down the coast to a sheltered bay where we could embark in safety. The women and sick must be attended to. He hoped they would be found willing to do all in their power to consummate his laudable pur-pose, and lastly that he must be obeyed. It is likely that had any other of the officers made the appeal, the result would be different; but few tendered their services. The captain had lost the confidence of the people.

THE JOURNEY TO SANTA MARIA. The journey to the Colorado was taken up immediately after the Captain retired, and con-tinued late that afternoon till the last had left. We had a clear sand beach to within two miles of the point. The small quantity of water doled out for the tramp was soon exhausted; we passed the night without a drop. The direct road from here to the point of deliverance was not definitely known, some supposing it to be over the point of the mountain, while others chose to go inland and round its base. It was night before any great number reached the end enose to go intand and round its base. It was night before any great number reached the end of the beach. Then fires were built to cheer the weary ones tolling on. The night was bitterly cold; a fresh breeze blowing in from the sea sent its clouds of fog and wet right into our faces. Those who had no blankets right into our faces. Those who had no blankets suffered tenfold misery. It was the most dismal time experienced since the wreck. Many came in totally used up—those especially who had walked barefooted in the hot sand had swollen and burnt feet from the piercing rays of the sun. One woman was carried in, delirious and raving with suffering. So keen was the desire to get aboard that night that nearly half the passengers went beyond the fires and attempted to cross the mountain in the dark. The prudent ones came back after getting among rocks, cactus, and thorny bushes. Alas for the rest: a roll-call on

the 97th showed nine missing, among them a

SAILING OF THE COLORADO. We left for San Francisco about 9 o'clock that night. Before our departure a quantity of water and provisions were left on the beach to relieve the unfortunate left behind. Some of the pasthe unfortunate left behind. Some of the pas-sengers foolishly loaded themselves with trash from the wreck, which used them up so much that they were glad to get rid of it before they got half the distance. Blankets, pillows, cloth-ing, etc., were strewn along the road, left be-hind by wornout travellers. The Golden City is a total wreck. When we left she was broken in three pieces. Ere this she has probably disap-penred.

RESOLUTIONS OF THE PASSENGERS.

ON BOARD P. M. S. COLORADO, Feb. 27.—At a meeting of the passengers late of the Pacific mall steamship Golden City, held as above, the following action was faken:—

Wicreas, On the morning of the 23d of February, 1570, about 6% olelock, the steamer Golden City, belonging to the Pacific Mail Steamship Company, was stranded on the coast of Lower California near Point Lazaro, and completely wrecked; and

Whereas, We, the passengers, to the number of nearly four hundred, were, by said disaster, cast on a barren shore, and suffered almost inconceivable hardships both of body and mind, but were finally rescued by the Facific mail steamship Colorado therefrom, be it

Resolved, That we return thanks to Almighty God for our safe deliverance from death.

Resolved, That in our opinion the wreck of the Golden City may be charged to the incapacity or gross carelessness of the commanding officer, and that much of the unnecessary suffering on shore may be traced to the same source.

Signed—J. C. Morrill, David Sampson, W. R. Lawrence, James Keyes, Richard Massey, Benjamin S. Stark, Edward L. Buck, A. W. Boggs, Emma Webb, Adds Smith, James Armstrong, James Rafferty, Isaac Sampson, and about 300 others.

PROVIDENCE AND PUNCH.

Old Time Ministers and How Their "Spiritual" Welfare Was Cared For.

The "South Church" of Hartford, Conn., celebrated its bi-centennial recently, and an exceedingly interesting historical address was read by the Rev. E. P. Parker. From it we extract some

the Rev. E. P. Parker. From it we extract some amusing paragraphs:—

Each Lord's day, the people of Hartford, summoned by beat of drum, assembled for public worship at about 9 o'clock in the morning, and again at 2 in the afternoon. The minister began with prayer, which lasted about a quarter of an hour. A psalm was sung—the ruling elder giving out the lines. In the afternoon, the deacon arising in his seat announced the weekly contribution, whereupon the principal men first, then the elders, then the people, generally came forward to the deacon's seat, where they deposited their various offerings.

This society offered Mr. Buckminster for a settlement £400, and for a salary £133 annually, "the whole to be paid in labor, wheat, rye, corn, beef, pork, wood, wool, flax, and cheese, according to the rates and prices enumerated in a certain act of this State, entitled 'An act to prevent menopolies and oppressions,'" etc. In 1779 Rev. Dr. Rogers was tempted by an offer of \$12 a Sabbath, "to be paid in wheat at nine shillings per bushel," etc., and thirty cords of wood each year, beside pasturage for two horses and a cow. He resisted the seductive temptation.

On the 7th of January, 1784, Rev. Remanin

On the 7th of January, 1784, Rev. Benjamin Boardman was to have the use of the parsonage house and lands, and the sum of £100 annually house and lands, and the sum of £100 annually for a salary, so long as "he and the major part of this church and society shall be mutually agreed in each other." Mr. Boardman replied, saying that, provided the proposition for salary should read "four hundred Spanish milled dollars shall be paid annually," and provided, also, "provision should be made for the punctual payment of the same," he would "consider the invitation a call of Providence, and accept!"

Ordinations were seasons of good cheer, as the Ordinations were seasons of good cheer, as the following "little bill" clearly demonstrates:—

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Received by me SAMUEL SEYMOUR.

SAD AFFAIR.

A Young Couple Drowned on the Eve of their Marriage. The Galena Gazette of a recent date says:—
A young man named Joseph Ridiough and a
young lady named Lizzie La Shelle were
drowned on the night of the 26th inst., in Plum
river, which runs through the eastern part of this county, under particularly painful circumstances. An attachment had existed between the young man and the young lady for some time and their marriage was to have taken place yes terday, had Providence spared their lives; but sad to relate, on the above night the young couple, accompanied by Mr. Hainscough and a younger brother of the lady, in returning from an entertainment at Savanna, attempted to ford the river at the usual crossing place, over the the river at the usual crossing place, over the breast of the dam. The river, however, had risen, and when they were about half way across the horses stopped and refused to proceed any further. Mr. Hainscough alighted, and discovering that they were in danger, returned to the wagon, removed some of his clothing, and then made his way to the horses talling young Riddongh to heads of the horses, telling young Ridfough to pull their heads up stream, but owing to the excitement occasioned by their perilous position the wrong line was pulled, and the horses, wagon, and all four of the party were swept by the irresistible force of the strong current over the dam. Young La Shelle swam to the shore, landing at a place about one hundred yards below the dam. The horses were taken out the next morning. They were still alive. Nothing has since been heard of the young man and the lady. The young man was employed in the woollen-mill at Hanover. This is the second couple that have been drowned on the eve of their marriage in Plum river.

TO ALL WANTING FARMS IN A LOCAL ity Exempt from Fevers and Lung Complaints.-To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Lelsure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home. A pamphlet of 84 pages now ready, containing a description of the climate, solls, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., including extracts from letters of distinguished visitors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Alken, S. C. The book will be sent by mail on Publisher, P. O. Box No. 1439, New York, until 1st

of February, after that date at Aiken, S. C. [1 17 3m

RAILROAD LINES. READING RAILROAD,—GREAT THUNK LINE vania, the Schuylkill, Susquenanna, Cumberland, and Wyoming vailoys, the North, Northwest, and the Canadas.

Canadas.

WINTER ARRANGEMENT

Of Passenger Trains, December 50, 1868.

Leaving the Company's depot at Thirteenth and Callownill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:36 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elimira, Rochester, Niagara Falis, Buffalo, Wikesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

port, Elmira, Rochester, Niagara Falia, Bumalo, Wilkesbarre, Pittaton, York, Carlisio, Chambersburg, Hagerstown, etc., and the 130 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.

AFTERNOON EXPRESS,
Leaves Philadelphia at 8-30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Roading 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 4-30 P. M.; strives in Pottstown at 6-15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5-40 A. M., and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 1-20 A. M., stopping at all way stations; arrives in Philadelphia at 6-35 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M., and Pottsville at 9 A. M., and at Pottsville at 9-30 P. M., and Pottsville at 9 A. M., arriving in Philadelphia

rives in Reading at Two P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 3:10 A.

M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attachea, leaves Philadelphia at 12:30, neon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

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

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 450 P. M. trains from Philadelphia. Returning from Downingtown at 630 A. M., 1246 and 515 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 730 A. M., 1230 and 450 P. M. trains from Philadelphia, returning from Schwenksville at 850 A. M., 1245 Noon, and 415 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Plessant and intermediate points.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pieasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pieasant 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 10:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

nia and Northern Central Raliroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, 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 7:23 A. M., and 12:20 noon, passing Reading at 7:25 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAHLROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:36 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHLROAD.

Trains leave Anburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 19:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8:40 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

all the principal points in the North and west and Canadas.

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

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

tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 221 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and tween all points, at \$5250 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

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

EXCURSION TICKETS from Phandelphia 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.

BAGGAGE Dungan's Express will collect bag.

points beyond.

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

MAIL TRAIN leaves Philadelphia. 9-35 P. M.
Williamsport 740 A. M.
arrives at Erie. 19-00 P. 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.
WILLIAMSPORT. 6-00 P. M.
arrives at Lock Haven. 7-20 P. M.
BASTWARD.

mail Train leaves Erie. 540 P. M.

EASTWARD.

MAIL TRAIN leaves Erie. 540 A. M.

"Williamsport. 926 P. M.

ERIE EXPRESS leaves Erie. 400 P. M.

Williamsport. 830 A. M.

ELMIRA MAIL leaves Lock Haven. 800 A. M.

"Williamsport. 946 A. M.

"Williamsport. 946 A. M.

"Williamsport. 946 A. M.

"Williamsport. 946 A. M.

"Williamsport. 1256 P. M.

BUFFALO EXP. leaves Williamsport. 1256 A. M.

"Harrisburg. 520 A. M.

"Harrisburg. 520 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, Genaral Superintendent.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTY.
FIRST and CHESNUT Streets, 7:45 A. M., 11:00 A. M.,
2:20 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:20 P. M.
Leave West Chester from Depot, on East Market
street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:46 A.
M., 1:55 P. M., 4:00 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 4:46 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 7:45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4:40 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly by 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 Leave Philadelphia for West Chester at 8:30 A. M. and 2:00 P. M.
Leave West Chester for Philadelphia at 7:55 A. M. and 4:00 P. M.

WILLIAM C. WHERLER.

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

PROM WALNUT STREET WHARP.

At 6-90 A. M., via Camden and Amboy Accom... \$9-20 At 8 A. M., via Camden and Amboy Express... \$-00 at 9 P. M., for Amboy and intermediate stations. At 6-20 and 8-A. M. and 9-P. M., for Freehold.

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

At 6-20 and 19-A. M., 19-M., \$3-30, and 4-30 P. M., for Trenton. Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 8:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Hiverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

**PROM KENSINGTON DEPOT. (upper side).

At 7:30 A. M., 9:30, 9:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristel.

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

At 7:30 and 6:45 A. M., and 9:30, 5, and 6 P. M. for Schenek's and Eddington. At 7:30 and 10:45 A. M., and 9:30, 5, and 8 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 9:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 9:30 P. M. for Holmesburg and intermediate stations.

FROM WIST PHILADELPHIA DEFOR.

Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:30, 6, 6:45, and 13 P. M. New York Express Lines, via Jersey City. Fare, 13:25. At 11:30 P. M., Emigrant Line. Fare, \$2, At 7, 9:30, and 11 A. M., 1:20, 8, 6:45, and 19 P. M. for Trenton. At 7, 9 30, and 11 A. M., 4, 6 48, and 19 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-20 A. M., 5-45 and 19 P. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

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

wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 8-20 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 8-30 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 RAIL-ROADS.

FROM MARKET STREET FERRY (UPPRE SIDE).

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

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Mediord.

HAILROAD LINES.

Medford.
At 7 and 10 A. M., 1, 8:30, 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 8:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHLROAD.

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, 3%, 5%, 405, 425, 6, 5%, 6, 6%, 7, 8, 9-20, 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, 3-50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The S 20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10 %

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

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 19 A. M., 2, 3%, 5%, 7, 920, and 11 P. M.

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

ON SUNDAYS.

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

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 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 6:40, 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.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 1105 A. M., 1½,
3, 4, 4½, 5½, 6½, 805, 1006, and 11½ P. M.
Leave Manayunk at 610, 655, 7½, 810, 920, and
11½ A. M., 2, 3½, 5, 6½, 830, and 10 P. M.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
PLYMOUTH RAILHOAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Philadelphia at 7½ A. M., 4½ P. M.
Leave Phymouth, 6½ A. M., 4½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets. 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 BUFFALO, ROCHESTER, NIAGARA FALLS, THE CANADA. WINTER ARRANGEMENT.

Takes effect November 29, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At \$-60 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Malanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-46 A. M. (Express) for Bethlehem, Baston, 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. and Mauch Chunk.
For Doylestown at 8 45 A. M., 245 and 4 15 P. M.
For Fort Washington at 7 30 and 10 45 A. M., and
11 30 P. M.
For Abington at 1 15, 5 20, and S. P. M.
For Lansdale at 6 20 P. M.
Fifth and Sixth Streets, Second and Third Streets,
and Union City Passenger Rallways run to the new
Depot.

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

S-10 P. M.
From Abington at 2-35, 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 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
11 1 ELLIS CLARE, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1868.
Leave Philadelphia, foot of Market street (Upper Ferry), at 5:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stavineland, Swedestoro, and tions.
3:15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5:30 P. M., Woodbury, Glassboro, and Clayton accommodation. commodation.

Freight train for all stations leaves Camden daily, at 12 O'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 225 South DELAWARE Avenue.

Communication tighters Avenne.
Commutation tickets at reduced rates between Philadelphia and all stations.
EATRA TRAIN FOR CAPE MAY.
(SATURDAYS ONLY.)
Leave Philadelphia, 8-15 A. M.
Leave Cape May, 1-10 P. M.
WM. J. SEWELL, Superintendent.
September 16, 1869.

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS.

Ro. 10 NOETH WARRESTERME.

PHILADRIPHIA.

ALEXANDER G. CATTELL& CO.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Reliroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street care, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chosnut and Wainut streets cars run within one square of the Depot.

Sleeping-car tokets 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 SITOT, VIE.:—

No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE STOT, VIE.:—

Mail Train. \$00 A. M. 110 and \$50 P. M. Paoli Accommodat'n. 10 20 A. M., 110 and \$50 P. M. Fast Line and Eric Express. 11 50 A. M. Harrisburg Accommodation. \$2.50 P. M. Lancaster Accommodation. \$2.50 P. M. Cancinnati Express. \$60 P. M. Cincinnati Express. \$60 P. M. Cincinnati Express. \$45 P. M. Accommodation. 12 10 night. Eric Mail leaves 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 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 ABRIVE AT DEPOT, VIE.:

Cincinnati Express. \$10 A. M. Philadelphia Express. \$10 A. M. Philadelphia Express. \$20 A. M. Philadelphia Express. \$20 A. M. Parkesburg Train. \$10 A. M. Paoli Accommodation, 6 20 A. M., 3 40 and 6 25 P. M. Parkesburg Train. \$10 A. M. Fast Line. \$940 A. M. Lancaster Train. \$1255 P. M. Eric Express. \$20 A. M. Paolia Cxpress. \$700 P. M. Paolia Express. \$700 P. M. Paolia Express. \$700 P. M. Paolia Express. \$940 P. M. For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNE; Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACIE, Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNE; Ticket Agent, No. 901 CHESNUT Street, SAMUEL H. WALLACIE, Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNE; Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNE; Ticket Agent, No. 901 CHESNUT Street, SAMUEL H. WALLACIE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not agus sume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value, Al TRAINS LEAVE SPOT, VIE :--

General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND EALTI-MORE RAILROAD.—TIME TABLE.—Trail s will leave Depot corner Broad street and Washington 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 Wilmington for Criscield 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, Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stommer's Run.

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

and Magnolia.

Presengers for Fortress Monroe and Norfolk will take the 1900 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 9:30, 5:00, and 7:00 P. M. The 5:40 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

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

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M., and 4:30 P. M. trains for Baltimore Central Railroad. Railroad, From Baltimore to Philadelphia—Leave Baltimore

From Ealtimore to Philadelphia—Leave Baltimore
175 A. M., Way Mail; 975 A. M., Express; 938 P.
M., Express; 725 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Ferryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. P. KENNEY, Superintendent.

H. F. KENNEY, Sup PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, Nevember 1, 1868, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek 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 3 26 P.M. train will leave at 4 30
P.M.

Passengers are allowed to take wearing apparel

P. M.
Passengers are allowed to take wearing apparel
only as beggage, and the company will not be responsible for an amount exceeding one hundred dollars,
unless special contract is made for the same.
HENRY WOOD, 11 1 President and General Superinter GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON. RICHMOND, WILDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at 721 CHESNUT Street, Masonic Hall, G. RENTON THOMPSON Gen. Agent for Philadolph

GOODS FOR THE LADIES.

GRAND OPENING OF

SPRING FASHIONS

Imported Paper Patterns,

TUESDAY, MARCH 1, 1870. The old established and only reliable Paper Patters Dress and Cloak Making Emporium.

Dresses made to fit with ease and siegance in 24 hours

MRS. M. A. BINDER'S recent visit to Paris snables her to receive Fashions, Trimmings and Fancy Good superior to anything in this country.

New in design. Moderate in price.

A perfect system of Dress Cutting taught.
Cutting, Basting, Pinking.

Fashion Books and Goffering Machines for sale.

Sets of Patterns for Merchants and Dress Makers non

MRS. M. A. BINDER'S, 1101,

N. W. Corner Eleventh and Chesnut. Carefully note the name and number, to avoid being

> HOSIERY, ETO. NOW OPEN AT

HOFMANN'S HOSIERY STORE, No. 9 NORTH EIGHTH STREET,

GENTS' WHITE WOOL SHIRTS, GENTS' WHITE WOOL DRAWERS GENTS SCARLET WOOL SHIRTS, GENTS SCARLET WOOL DRAWERS, GENTS MERINO SHIRTS AND DRAWERS, LADIES' MERINO VESTS, LADIES' MERINO BRAWERS, LADIES' CASHMERE VESTS, CHILDREN'S MERINO UNDERWEAR, GENTS' COTTON SHIRTS AND DRAWERS, LADIES' COTTON VESTS AND DRAWERS. Also, a very large assortment of

COTTON WOOL, AND MERINO HOSIERY.

AUDITION BALES. M. THOMAS & SONS, NOS. 130 AND 144

BALE OF REAL ESTATE AND STOCKS, March 15, at 180 clock, spon, at the Exchange, will se FOURTH STREET, Nos. 12 and 14, North-Two Valu-Absolute Lota MARSHALL STREET, Ro. 528 Modern Residence, with side part.

MUUNT VERNON STREET, No. 2028 Modern Brick FIFTERNTH STREET (North), No. 1822 -Modern LOCUST STREET, No. 1205 Brick Store and Dwell-

I.O.CUST STREET, No. 1207. Brick Dwelling.
MYR7LE AND VICTORIA STREETS—Frame Dwelling and Stable.
AINETERNITH AND WILCOX STREETS, S. W. corner—Store and Dwelling.
NINKTERNITH STREET (South), No. 222—Brick Store and Dwelling.
PARRISH STREET, No. 1102 Brick Store and Dwell-MARSHALI, STREET, No. 605 Modern Residence, With side pard. GREEN STREET, No. 1510 Handsome Brick Rost. BEAOH STREET, No. 1067 Three story Brick Dwell-WILCOX STREET, No. 1941-Brick Store and Dwell-SEVENTEENTH STREET (South), No. 207-Brick Dwelling.

OKEMANTOWN AVENUE and NICETOWN LANE
Stone Hotel and Dwelling.

JEFFERSON STREET, No. 2128 — Modern Brick Welling. ELISWORTH STREET, No. 1017 Three story Briek THIRD STREET, No. 1005 Three-story Brick Dwell-

THIRD STREET, No. 1005—Three-story Brick Dwelling.
GROUND RENTS \$60, 840, 822-50, 819-50, 832,843, 838,
879, 863
MORTGAGE—\$1100.
He shares Buck Mountain Coal Co.
I shares Philacelphia Enchinge Co.
Schares Bedmont avenue and Plank Road Co.
I chare Butchers' and Drovers' Association.
Iou shares Bedmont avenue and Plank Road Co.
I chare Butchers' and Drovers' Association.
Iou shares Clinton Coal and Iron Co.
\$500 loan Medical Department of Penna. College.
40 shares Live Oak Copper Mining Do. of Pa.
50 shares Reliance Ima. Co.
50 shares Reliance Ima. Co.
50 shares Catawissa Hailroad, preferred.
I chare Point Breeze Park.
Box Stali No. 55 Foint Breeze Park.
Stores Homostead Lafe Imarance.
\$15.000 Penna. R. R. General Mortgage.
\$600 Philads. and Darby R. R. 7 per cent.
60 shares Seventh Rational Bank.

THIRD STREET. No. 55 Foint Breeze Mortgage.
\$600 Philads. and Darby R. R. 7 per cent.
60 shares Seventh Rational Bank.

THE UNITING DURBOROW & CO. AUCTION.

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 352 and 234 MARKET Street, corner of Bank street. Successors to John B. Myere & Co. LARGE SALE OF FRENCH AND OTHER RUROPEAN DRY GOODS,
On Monday Morning,
March 14, at 16 o'clock, on four months' credit. 38 6t
Also, by order of Messre, H. Bennequin & Co.;—
Full lines Paris voit barege, all colors and qualities,
Full lines Paris black Thibet long shawls,
Full lines Paris black Thibet square shawls,

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETC., On Tuesday Morning, March 15, at 10 o'clock, on four months' credit. 395t

SPECIAL AND IMPORTANT SALE OF READY-MADE CLOTHING,
On Wednesday Morning,
March 16, at 10 o'clock, on four months' credit, including a large variety of man's pants, vests, and coats, boys' suits, etc., custom made and regular sizes.

31146

LARGE SALE OF EUROPEAN AND DOMESTIC DRY GOODS. On Thursday morping. March 17, at 10 o'clock, on four months' credit. 3 11 56 SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 18 o'clock. Particular attention paid to Out-door Sales at moderate sales.

A SPECIAL TRADE SALE OF BARTRAM & FANTON'S FAMILY SEWING MACHINES AT E. SCOTT, JR. AUCTION SALES ROOMS, No. HIT CHESNUT STREET (Girard Row).

March 14. at 10 A M., by order W. T. Hopkins, No. 1115 Chesnut street, Seneral Agent for Pennsylvania and New Jersey for these superior machines, which only need to become known to make them the most popular of any others in the market. They are direct from the manufactory, thoroughly complete, and sold without reserve, with the agent's guarantee. They are now on exhibition at the agency office, where all are invited to call to examice them, and receive instructions in using them before and Can be seen at the Auction Rooms two days before sale.

We shall held a large sale of Paintings on the 17th and 18th of March. These wishing to contribute to this sale will please send in their paintings immediately.

3.84t

B. SCOTT, Jr., Auctioneer.

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

Personal attention given to sales of Household Furni Public sales of Furniture at the Auction Rooms, No. 219 CHESNUT Streect, every Monday and Thursday For particulars see Public Ledger, N. B.— A superior class of Furniture at private sale.

MARTIN BROTHERS, AUCTIONEERS,—
No. 704 OHESNUT Street, rear entrance from Minor. Fale No. 862 Franklin street.

HANDSOME WALNUT PARLOR AND CHAMBER
FURNITURE, blegant Rosewood Toctave Piano-Forte, Dining room Furniture, Handsome Brussels and Venetian Carpets, Fine Feather Beds, China and Glass-

ware, Etc.
On Thursday Morning.
March 17, at 10 o'clock, at No. 882 Franklin street, by catalogue, the entire household furniture, etc. 211 5t.

THOMAS BIRCH & SON, AUCTIONEERS
OHERNUT Street, rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS
OASH AUUTION HOUSE, [11 245]
No. 250 MARK ET Street, corner of Bank street.
Cash advanced on consignments without extra charge. LIPPINCOTT, SON & CO., AUCTIONEERS,

C. D. McCLEES & CO., AUCTIONEERS

HARDING'S EDITIONS

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FAMILY, PULPIT, AND PHOTOGRAPH BIBLES. FOR

WEDDING AND BIRTHDAY PRESENTS. ALSO, PRESENTATION BIBLES FOR

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New and superb assortment, bound in Rich Levant Turkey Morocco, Paneled and Ornamental Designs, equal to the London and Oxford editions, at less than half their prices.

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STRENGTH, BRAUTY, CHEAPNESS COMBINED HARDING'S PATENT CHAIN-BACK PHOTOGRAPH ALBUMS.

For Wedding, Holiday, or Birthday Presents, these Albums are particularly adapted.

The book trade and dealers in fancy articles will find the most extensive assortment of Photograph Albums in the country, and superior to any here fore made. For great strength, durability, and cheapness, Harding's Patent Chain-back Albums are unrivalled. Purchasers will find it greatly to their advantage to examine these new lines of goods tefore making up their orders for stock.

Also, a large and splendid assortment of new of Photograph Albums made in the usual monner. No. 326 CHESNUT Street,

the branch of the beautiful.