EUROPE.

The Victor Neir Homleide-Second Day of the Tyrni of Frince Bonnparte. Tours, March 22.—The High Court of Jus-

tice opened its session at 11 A. M. to-day. Slight changes have been made in the arrangements of the court room, and the judges now sit at the upper end of the hall with the Procureur-General, and his assist-ants on the right, clerks and officers of the court in the centre, and the jury, prisoner, counsel, and reporters on the left. The rest of the room is devoted to spectators, but this space is very limited.

The first witness examined to-day was Milliere, who came into the court room between two officers. He gave his evidence with firmness, but made no attempt at display. He said the letter sent by Prince Bonaparte to Rochefort was not a provocation, but an insult, and being asked why he wore arms, replied that he lived in a district outside of the city, and going home late at night, was obliged to carry arms for self-protection. He incidentally blamed the Government for delaying the arrest of the Prince after the shooting, whereupon he was reprimanded by the President of the court.

The Prince here rose and in an excited manner declared that Milliere and Grousset had both sworn that they would yet shoot him. This the witness positively denied, and the audience seemed inclined to hiss the Prince. The Procureur-General insisted that the witness be removed to prison, and the lawyers for the prosecution demanded that he should remain and give the remainder of the testimony. The court decided that the witness should remain, and he concluded his testimony.

Several of the servants of the accused were placed on the stand, and some of his personal friends were examined, but the latter damaged his defense by displaying too much zeal.

Paul Cassaignac was examined. He was insulting in his manner towards the lawyers for the prosecution. Larocco, who testified in favor of the accused, was at one point called to order by the court because he showed too much warmth.

All of the witnesses for the defense testified that they noticed a contusion on the Prince's cheek after the affray, but the physician who was called in at the time to examine the Prince's face was placed on the stand and swore positively that he saw no signs of any

He was confronted by other witnesses, but repeated his statement. The audience was much excited by the contradiction.

De Fenio attempted to prove that the Prince did not shoot until Fouville had drawn a pistol, and also that a plot had been made against the life of the Prince before the affair of the Rue d'Auteuil; but the evidence failed to sustain the allegation. It is expected that Rochefort will be examined to-morrow.

Panis, March 22.—The workmen of La

Creuzot are again on a strike, but no disorders are reported.

Incidentals.

-The Governor of Massachusetts has ap-pointed Thursday, April 7, as the annual State Fast Day, which some of the Boston ministers last fall wanted to have abolished.

—Rev. E. Watson, Presiding Elder of the Saratoga Methodist District, prayed, a few evenings ago, for the Legislature, "which seemed disposed to repeal even the ten command-

-The Massachusetts House of Representtives on Friday, by a two-thirds vote, passed to be engrossed a bill to allow husbands and wives to be witnesses for or against each other, both in

civil and criminal suits.

—An Indiana lawyer recently charged a client \$10 for collecting \$9, but said he would not press him to pay the other dollar for a few days, if it would be more convenient for him to

let it stand.

—The Wilmington (Del). Commercial decries premature croaking in regard to the peach crop, and says that never was the prospect for a good yield in Delaware and the adjoining counties of Maryland more cheerful than now.

-The firemen of Mobile have for many years made the 9th of April a gala day, and the ladles having charge of the orphans of the Confederate dead also appeal to the citizens to aid them on that day by attending a fair, held for the purpose of raising money to feed and clothe these children. It was on the 9th of April that Gen. Lee surrendered his army to General Grant.

INSURANCE.

FIRE ASSOCIATION INCORPORATED MARCH 27, 1820.

NO. 34 NORTH FIFTH STREET INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only). ASSETS, JANUARY 1, 1870, 81,572,732'25.

TRUSTEES.

WM. H. HAMILTON, JOHN CARROW, GEORGE I. YOUNG, JOS. R. LYNDALL, LEVI P. COATS., SAMUEL SPARHAWK, JOSEPH E, SCHELL.

WM. H. HAMILTON, President. SAMUEL SPARHAWK, Vice-President, WILLIAM T. BUTLEB.

Secretary. FAME INSURANCE COMPANY. No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL,
CAPITAL, 8200,000.

FIRE INSURANCE EXCLUSIVELY. Insures against Loss or Damage by Fire either by Pay. petual or Temporary Policies.

DIRECTORS:
Chardson, Rhawn, John Kessler, Jr.,
Rhawn, John Kessler, Jr.,
Iles, John W. Everman,
West, Mordecai Bunby.

OHARLES RICHARDSON, President,
WILLIAM H. RHAWN, Vice President harles Richardson, filliam H. Rhawn, filliam M. Soyfert, ohn F. Smith, athan Hilles, sorge A. West,

WILLIAM H. RHAWN, Vice-President WILLIAMS 1. BLANCHARD, Secretary. THE ENTERPRISE INSURANCE CO. OF

THE PENNSYLVANIA FIRE INSURANCE THE PENNSYLVANIA FIRE INSURANCE COMPANY.

—Incorporated 1825—Charter Perpetual.

No. 510 WALN O'T Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings seither permanuity or for a limited time. Also on Furniture, Stooks of Goode, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECT RS.
John Deversuz,
Thomas Smith,
Henry Jewis,
J. Gillingham Fell. Daniel Smith, Jr.,
Alexander Benson,
Isaac Hasiaburst,
Thomas Kobins,
Daniel Haddock, Jr.
DANIEL SMITH, Jr., Presiden
WM. G. OROWELL, Secretary. INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature Office southeast corner of THIRD and WALNUT

Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the INLAND INSURANCES On goods by river, canal, lake and land carriage to all parts of the Union. FIRE INSURANCES

On Merchandise generally; on Stores, Dwellings, ASSETS OF THE COMPANY November 1, 1869. \$200,000 United States Five Per Cent.

Cent. Loan (exempt from 20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds. 25,000 Pennsylvania Railread Se-

25,000 Fennsylvania Railread Second mortgage Six per Cent.
Bonds.
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee).... Mail Steamship Com-pany, 50 shares stock.... 246,900 Loans on Bond and Mort-gage, first liens on City Properties.

\$1,231,400 Par. Market value, \$1,255,270-00 Cost, \$1,215,622-27. Bills Receivable for Insurances made... Balances due at Agencies:—
Premiums on Marine Policies, Accrued Interest, and other debts due the Com-65,097-95

169,291 14 \$1,852,100.04

DIRECTORS. Thomas C. Hand, Samuel E. Stokes, John C. Davis, Edmund A. Sonder, Edward Darlington, Theophilus Paulding, H. Jones Brooke James Traquair, Henry Sloan, Henry C. Dallett, Jr., James C. Hand, Jacob Riegel,
Jacob R. Jones,
James B. McFarland,
Joshua P. Eyre,
Spencer McIlvain,
J. B. Semple, Pittsburg,
A. B. Berger, Pittsburg,
D. T. Morgan, Pittsburg. William C. Ludwig, Joseph H. Seal,

Joseph H. Seai,
Hugh Craig,
John D. Taylor,
George W. Bernadon,
William C. Houston,
THOMAS C. HAND, President,
JOHN C. DAVIS, Vice-resident,
HENRY UYLBURN, Secretary.
HENRY BALL Assistant Secretary.

INSURANCE COMPANY

NORTH AMERICA. JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual CAPITAL..... 8500,000 ASSETS......82,753,551 Losses paid since organization....\$23,000,000 Receipts of Premiums, 1869 \$1,991,837'45 Interest from Investments, '69. 114,696'74 \$2.106,534.19 Statement of the Assets. First Mortgages on City Property...... United States Government and other Loan

Bonds...... 1,122,846 Railroad, Bank and Canal Stocks 55,708 Loans on Collateral Security... 32,658 Notes Receivable, mostly Marine Premiums... Accrued Interest
Premiums in course of transmission...... Unsettled Marine Premiums..... Real Estate, Office of Company, Philadelphia... DIRECTORS.

Arthur G.
Samuei W.Jc zes,
John A. Bros n.
Charies Taylor,
Ambrose White,
William Welsh,
S. Morris Waln,
John Mason. Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Charitton Henry, Altred D. Jessup, Louis C. Madeira, Charles W. Cushman, Clement A. Griscom, William Brockie. George L. Harrison, ARTHUR G. COFFIN, President. CHARLES PLATT, Vice President. MATTHAS MARIS, Secretary. C. H. REEVES, Assistant Secretary.

1829. CHARTER PERPETUAL 1870 Franklin Fire Insurance Company OF PHILADELPHIA. Office, Nos. 435 and 437 CHESNUT St. Assets Jan. 1, '70, \$2,825,731'67

INCOME FOR 1840, LOSSES PAID IN 1869,

Losses paid since 1829 over \$5,500,000 Perpetual and Temperary Policies on Liberal Terms.
The Company also issues policies upon the Rents of alkads of Buildings, Ground Rents, and Mortgages,
The "FRANKLIN" has no DISPUTED CLAIM.

Alfred G. Baker,
Samuel Grant,
George W. Richards,
Isaac Lea,
George Fales,
ALFRED G. BAKER, President.
JAMES W. MCALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 2 19;

ASBURY LIFE INSURANCE CO., N. Y.

Number of Policies issued by the five largest New York During the 21 months of its existence the

ASBURY

HAS ISSUED 2600 POLICIES. INSURING NEARLY \$6,000,000. Reliable Canvassing Agents wanted throughout the

JAMES M. LONGAORE,
Manager for Pennsylvania and Delaware.
SAMUKI. POWERS, Special Agent.
4 165 IMPERIAL FIRE INSURANCE CO.

ESTABLISHED 1803. Paid-up Capital and Accumulated Funds, \$8,000,000 IN GOLD. PREVOST & HERRING, Agenta, 8 46 No. 107 S. THIRD Street, Philadelphia. CHAS. M. PREVOST. CHAS. P. HERRING

LONDON.

RAILROAD LINES.

RADING HAILHOAD.—GREAT THUNK LINE from Philadelphia to the interior of Ponnsylvania, the Schuylkil, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas, WINTER ARRANGEMENT 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 Reading at 6.25 P. M.; arrives in Philadelphia at 9.25 P. M.
MORNING EXPRESS.
At 8.15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williams
port, Elmira, Rochester, Niagara Falis, Burfalo,
Wilkeabarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinggraya, etc.

thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphis at 2:30 F. M. for Reading, Pottsville, Harrisburg, etc., connecting with Rending and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 2:10 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 6:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

Iteturning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 2:30 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at \$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 25 P. M., arriving in Philadelphia at 9 25 P. M.
Market train, with a passenger car attached, leaves 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, noos, 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 S.A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4:25
P. M.
CHESTER VALLEY RAILROAD

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 1-30 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.

at 6-30 A. M., 12-45 and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-40 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 Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Mt. Picasant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Picasant 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 Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitlmore, etc.

more, etc. Returning Express train leaves Harrisburg on ar-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 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 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.

SCHUYLKHLL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-20 A. M., and

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3-40 P. M., from Brookside at 4-00 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M.

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

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

reduced rates.

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

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

street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between 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.

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 Philadelphia to

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Suaday, 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 215 P. M.

FREIGHT TRAINS leave Philadelphia daily at 455 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

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

THILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Rallroad run as follows from Penns; lvania Railroad

Depot, West Philadelphia - 9:35 P. M.
MAIL TRAIN leaves Philadelphia - 7:40 A. M.

Sto P. M. MAIL TRAIN leaves Philadelphia

Williamsport - 7:40 A. M.
ERIE EXPRESS leaves Philadelphia 11:49 A. M.

Williamsport - 9:00 P. M.

arrives at Erie - 10:00 A. M.

ELMIRA MAIL leaves Philacelphia - 7:40 A. M.

Williamsport - 6:00 P. M.

arrives at Lock haven 7:20 P. M.

MAIL TRAIN leaves Erie - 840 A. M.
Williamsport - 925 P. M.
Williamsport - 620 A. M.
ERIE EXPRESS leaves Erie - 400 P. M.
Williamsport 8:00 A. M.

Williamsport 3:30 A. M.
arrives at Philadelphia 12 46 P. M.
ELWIRA MAIL leaves Leck Haves - 8:00 A. M.
Williamsport 0:46 A. M.
arrives at Philadelphia 6:50 P. M.
BUFFALO EXP. leaves Williamsport 12:26 A. M.
Harrisburg - 5:21 A. M.
arrives at rhiladelphia 9:25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irviceton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER,
General Superintendent.

WEST CHESTER AND PHILADELPHIA Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:48 A M., 11:00 A. M., 230 P. M., 4:16 P. M., 4:40 P. M., 6:16 and 11:80

M. 2 30 P. M., 4 15 P. M., 4 40 P. M., 6 16 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, Glea Biddle, and Media; leaving Philadelphia at 4 40 P. M. will stop at Media, Gloa 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 the Chesnut and Walnut street cars. These of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8 23 A. M.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:32 A. M. and 200 P M.
Leave West Chester for Philadelphia at 7:55 A. M.
and 4:00 P. M. WILLIAM C. WHEELER,
General Superintendent. RAILROAD LINES.

RAILROAD LINES.

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

FROM WALNUT STAIRT WHARP.

At \$30 A. M., via Camden and Amboy Accom... \$2.25
At \$A. M., via Camden and Amboy Express... \$300
At \$P. M., via Camden and Amboy Express... \$300
At \$P. M., for Amboy and intermediate stations.
At \$30 and \$4. M. and \$2. M., for Freehold.

At \$4. M. and \$2. M., for Long Branch and points ch R. and D. B. R. R.

At \$50 and 10 A. M., 12 M., \$3.30, and 4.30 P. M., for Trenton.

Trenton.
At 630, 8, and 10 A. M., 12 M., 2, 830, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 830, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1140 P. M. line leaves Market Street Ferry, (proper side) (apper side).

At 7:30 A. M., 2:30, 5:30, and 5 P. M. for Trenton and Bristol, 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 Talliston.

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 7:20 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 3:20 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADRIPHIA 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, 83:25.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., At 7, 9 80, and 11 A. M., 4, 6 45, and 19 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullvigwn, Schenck's, Eddington, Cornwell's, Torreson's, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

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

BELVIDERE DELAWARE RAILROAD LINES.

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

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

ROADS.
FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Mediord.

Mediord.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

On and after MONDAY, Nov. 22, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9%5, 18, 11, 12 A. M., 1, 2, 3%, 8%, 4 05, 4 35, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11, 12 M. Leave Germantown at 6, 6-55, 7%, 8, 8-20, 9, 10, 0-70, 12 A. M., 1, 2, 8, 8-20, 4%, 0, 5%, 6, 6%, 7, 8, 9, 10, 1 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 %

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P. M. C. M. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9 20, and 11 P. M.
Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40,

7, 920, 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 Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave 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 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 Manayunk at 6:10, 6:55, 7%, 8:10, 9:20, and 11% A. M., 2, 3%, 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 RAILHOAD.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.
Leave Philadelphia at 7% A. M., 1%, 6, and 9% 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 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.

Takes effect November 22, 1869.
Fourteen dally trains leave Passenger Depot, corner 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, Niagara 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 F. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

Hazleton.
At 5:00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk. nd Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 730 and 1045 A. M., and

11:30 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 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 Lunsdale at 7-30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

3-10 P. M. From Abington at 2-25, 6-45, and 9-20 P. M. ON SUNDAYS.

ON SUNDAYS,
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1

ELLIS CLARK, Agent.

PHILADELPHIA AND BALTIMORE CENTRA
RAILROAD COMPANY.
WINTER ARRANGEMENT.
On and after MONDAY, Nevember 1, 1869, Trains
will leave as follows, stopping at all Stations on
Philadelphia, Baltimore Central, and Chester Creek Leave PHILADELPHIA for PORT DEPOSIT from Leave PHILADRIPHIA for FORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.

Leave PORT DEPOSIT for PHILADRLPHIA at 540 A. M., 925 A. M., and 225 P. M.

On Saturday the 235 P. M. train will leave at 430 P. M.

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

HENRY WOOD, President and General Superinter GREAT SOUTHERN MAIL

ROUTE.
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILLMINGTON,
OHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Ticksts for sale, baggage
checked through to destination, and all information
furnished at 721 OHESNUT Street,
Masonie Hall,
G. RENTON THOMPSON
Gen. Agent for Philadelph

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAYLROAD AFTER 8 P. M. BUNDAY, NOVEMBER 14, 1989. The trains of the Pennsylvania Central Rairoad 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 Cheanpt and Wainnt streets cars up within one senare of the David ears run within one square of the Depot.

Sleeping-car titletets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnnt streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE SPOT, VIL !-

Eric Mail and Pittsburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-00 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 Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118
Market street.

TRAINS ARRIVE AT DEPOT. VIZ.;
Cincinnati Express. 8-10-A. M.
Philadelphia Express. 8-10-A. M.
Paoli Accommodation, 8-20 A. M., 8-40 and 6-25 P. M.
Parkesburg Train. 9-10-A. M.
Fast Line. 9-40-A. M.
Lancaster Train. 12-55 P. M.
Southern Express. 7-00 P. M.
Pacific Express. 7-00 P. M.
For further information, apply to
JOEN F. VANLEER, Js., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount
in value will be at the risk of the owner, unless taken
by special contract.

EDWARD H. WILLIAMS,

by special contract.

RDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at \$20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisdeid 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 Cheeter, Thurlow, Linwood, Claymont, Wilmington, Nawport, Stanton, Newark, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11-20 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will and Magnolia.

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

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and
1:00 P. M., The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:10 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 bindays excepted.

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

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
125 A. M., Way Mail; 9-35 A. M., Express; 2-35 P.
M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-Rast, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent,

TAYEST JERSEY RAILROADS. Leave Philadelphia, foot of Market street (upper Side of the stations of the st

boro, Clayton, and way stations.

EXTRA TRAIN FOR CAPE MAY. Leave Philadelphia 8 15 A. M.
Leave Cape May 1 10 P. M.
Freight Train leaves Clamden daily at 12 o'clock moon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations.
3 15 WM. J. SEWELL, Superintendent.

DRUGS, PAINTS, FTO. ROBERT SHOEMAKER & CO.,

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

WHOLESALE DRUCCISTS,

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

ZINC PAINTS, Dealers and consumers supplied at lowest prices

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

ROOFING.

Nos. 1301 and 1303MARKET St.

R E A D Y R O O F I N G.—
applied to applied to

STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN BOOFS WITH WELTON'S
ELASTIC PAINT.

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

8 17: No. 711 N. NINTH Street, above Coates.

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

Agents wanted for interior counties.

PIANOS. ALBRECHT, RIEKES & SCHMIDT, FIRST-CLASS PIANO-FORTES.

Full guarantee and moderate prices. WAREROOMS, No. 510 AROH Street.

AUD FION SALES.

M . S. FOURTH STREET. NOS. 189 AND 161 Sale at the Auction Rooms, Nos. 139 and 141 S. Fourth

Sale at the Auction Rooms, Nos. 12 and 341 S. Fourth street.

SUPERIOR HOUSEHOLD "FURNITURE, PIANO, MIRROES, OFFICE FURNITURE, BAIR MATTHESES, Feather Beds, China and Glassware, Stoves, Volvet, Brussels, and other Carpets, etc.

On Thursday Morning.

March 24, at 90 clock, at the suckion rooms, by catalogue, a large assortment of superior household furniture, comprising walnut parlor furniture, covered with plash, reps, and bair-cloth; I brary and dining-room furniture; wannut chamber suits; cottage chamber suits; mahogeny piano; French plate mirrors, wardrobes, hook-caies; extension, centre, and bouquet tables; lounges, arm chairs, etageres has tanda, office desks and tables, bair mattresses, feather beds, bolsters and pillaws; china and siasware; clear pemper; gas consuming and cooking stoves; is wing machines made by Grover & Baker and Ladd & Webter; velvat, Brussels, and other carpets, etc.

1TALIAN MAPBLE VANES AND STATURTIE.

Also, 2 large America vases, on square pedestals, finely carved, in any six feet high.

Also, the group, Venus and Love, with chade and stand.

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myere & Oc. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS. On Thursday morning, March 24, at 10 o'clock, on four months' credit. 8 18 5t

LARGE BALE OF CARPETINGS, WHITE RED CHECK, AND FANCY MATTINGS, ETC. On Friday morning.

On Friday morning.

On Friday morning.

On pieces ingrain, Venetian, list, hemp, cottage, and rag carpatings. Canton mattings, oil cloths, etc.

319 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Monday Morning,
March 19, at 10 o'clock, on four months' credit. 8 22 5t SALE OF 2000 CASES BOOTS, SHORS, HATS, ETO. .

On Tuesday Morning,

March 29, at 10 o'clock, on four months' credit. 3 23 5t

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Miner. EXTENSIVE PEREMPTORY SALE TO THE TRADE.

STATIONERY. BLANK WORE, PAPERS. ENENVELOPES, Pens. Pencils, Fancy Goods, Photograph Albums, Cutlery. Leather Goods, Pocket-books, Walt Papers. Miscellaneous and Toy Books, etc., will be sold at Public Sale, without reserve or limitation, for Cash, commencing

at Public Sale, without reserve or limitation, for Cash, commencing
On Thursday Morning.

March Sl, at 10 o'clock, at the auction rooms. No. 704
Chesnut street, a large and well assorted collection of desirable goods, including a full line of stationery of every description, an extensive assortment of blank work, papers, envelopes, pens, pencils, photograph albums, inaber goods, pocket-books, cutlery, bookbinders' boards, wall papers, slates, inks, etc. There is also included in the sale the entire stock of Diamond & Co., retiring from business. business.

MISOELLANEOUS BOOKS, FINE TOY BOOKS,
Also, Miscellaneous Beeks, a large and excellent assortment of tine Toy Books, English and American; a full line
of Photograph Albums, Bibles, etc.
Catalogues ready three days previous to sale. 3 2364

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESAUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

CATALOGUE SALE OF ELEGANT HOUSEHOLD FURNITURE. Parlor and Chamber Suits, Fine Carpets, Large Mirrors, Silver-plated Ware, Table Cutlery, Piano-fortes, Chuns, Large Bookcases, Refrigerators, Engravings, Paintings, Kitchen Furniture, etc.

On Friday Morning, No. 1110 Chesnut street, will be soid, by catalogue, a large assortment of superior furniture, from families removing.

228 25.

COTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SCOTT, Jr., Anctioneer, No. 1117 CHEBNUT Street, (Girard Row). Furniture sales every Tuesday and Friday morning at 10

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furni

I PPINCOTT, SON & CO., AUCTIONEERS.

IN LOUISVILLE, KY. W. GEORGE ANDERSON & CO.

AUCTIONEERS AND COMMISSION MERCHANTS.
Business strictly Commission. All auction sales exclusively for cash. sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every

COVERNMENT SALES.

To be delivered at BATON ROUGE ARSENAL, La.

5,000 Saddle Blankets (red and gray). 300 Watering Bridles. 250 Curb Bridles.

10,000 Packing Boxes.

34 Cast Iron Cannon, weighing about 100 tons. 8 tons of Shot and Shell. 5 tons of Wrought Scrap Iron.

1 Bronze Cannon, weighing about 900 pounds. 27 Cast Iron Cannon, weighing about 111 tons. 65 Tons of Shot and Shell. To be delivered at SHIP ISLAND, Miss.

TERMS CASH—Ten per cent. on the day of sale, and the remainder when the property is delivered.

Thirty days will be allowed for the removal of heavy ordnance. All ether stores will be required to be removed within ten days from the close of

Persons desiring catalouges of the articles to be sold can obtain them by application either in person or by letter to the Chief of Ordnance, U. S. A., Washington, D. C., or at this Arsenal.

J. W. TODD.

Major Ord. Dep't, U. S. A.,
Chief of Ord. Dep't of La.,
3 22 6t Comdg. Baton Rouge Arsenal, La.

DI EING AND SCOURING.

Schock.

Particular attention paid to Out-door Sales at mode-rate rates.

233 T. A. MCCLELLAND, AUCTIONEER, Public sales of Furniture at the Auction Rooms, No. 1919 (HENUT Street, every Monday and Thursday, For particulars see Public Ledger. [I 13] N. E.—A superior class of Furniture at private sale. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [1] 94 5
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

Thursday.

Regular auction sales of dry goods, clothing, carpets, notions, etc., every Wednesday and Thursday. [3 19 cm]

BATON ROUGE ARSENAL, LOUISIANA.

BATON ROUGE, La.

In compliance with instructions from the Secretary of War there will be a Public Auction held at this Arsenal, commencing on the 25th of April, 1870, and continuing until the following described Ordnance and Ordnance stores will be sold.

42 Bronze Cannon, weighing about 18 tons.
297 Cast iron Cannon, weighing about 600 tons.
29 Steel Cannon, weighing about 4 tons.
800 Tons of Shot and Shell.
250 Tons of Lead.
100 Tons of Scrap Iron (wrought and cast).
18 Artillery Carriages and their Limbers.
5 Travelling Forges and their Limbers.
60 Sets Double Harness (artillery).

60 Sets Double Harness (artillery). 263 Paulins and Tarpaulins. 150,000 Pounds Powder, of various kinds. 350 Cavalry Saddles.

250 Curb Bridles.
400 Nose Bags.
18 Iron Blocks (quadruple, treble, and double).
13 Lifting Jacks.
2,000 Traces (for wheel and lead horses).
10,000 Pounds Horse Shoes.
18,000 "Bar Iron.
2,000 "Mule Shoes.
1,500 "Horse Shoe Nails.
3,600 "Harness Leather.
48 Sides Bridle Leather.
9,000 Pounds Wrapping Paper.
30 rottable Forges.
125 Feet Leather Belting.
232 Feet Rubber Belting.
10,000 Packing Boxes.

Also, a large assortment of articles for Horse Equipment, as well as Blacksmiths, Carpenters, Saddlers, Tinners, and Armorers' Tools of the most approved patterns.

To be delivered at FORT JACKSON, La. 65 Cast Iron Cannon, weighing about 250 tons, 20 tons of Shot and Shell. 20 tons of Wrought Iron (scrap), 25 tons of Cast Iron (scrap). To be delivered at FORT ST. PHILIP, La.

5 tons of Cast Scrap Iron. To be delivered at FORT PIKE, La.

444 Pounds of Shot and Shell, weighing about 10,000 pounds.

Persons desiring catalouges of the articles to be

JOSEPH MOTTET,

RIEVE DE PARIS,

GRIEVE DE PARIS,

On any kind of Wearing Apparet, for Ladies, Gents, and
Ohildren. Patent apparatus for Stretching Pasts from
one to five inches.

No. 209 S. NINTH Street, No. 209 S. NINTH Street,

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 Paulinz, Belting, Sail Twine, etc.

JOHN W. EVERMAN, No. 103 CHUECH Street (Oity Stores.