The Priene Marbles. From the London Saturday Review.

Thanks to the liberality of the Society of Dilettanti and the energy of the Keeper of the Classical Antiquities in the British Museum, our national collection has obtained a very valuable addition to its great mass of treasures. We allude to the marbles which have recently arrived from Priene, and which. in accordance with a vote of the learned society to which they were consigned, have within the last week become the property of the nation. These marbles would at any time have been highly prized, but they are now of special importance to the department of the British Museum in which they will soon be exhibited, inasmuch as there is no slight affinity between them and those Halicarnassean marbles which have recently found their place there. It is intended, we believe, as soon as the scattered fragments have been to some extent put together, to exhibit several specimens of the sculptures from Priene in the room which has lately been allotted to the remains of the Mausoleum, Among those specimens will probably figure a capital, and portions of a cornice orna-mented with projecting lions' heads, which bear a strong resemblance to corresponding parts of the Mausoleum, and the same room will then offer two good illustrations of Ionic architecture to both of which dates can be assigned with certainty. Before proceeding to say anything more about these marbles it may be as well to make a few remarks about the spot from which they come, and the society to which their arrival is due. It may be that every schoolboy ought to know where Priene stands, and who are the Dilettanti by whose direction it has recently been explored but even at the risk of carrying our owls to Athens we will venture to offer some slight information on both subjects. To begin with the society—in the year 1734 "some gentlemen who had travelled in Italy, desirous of encouraging at home a taste for those objects which had contributed so much to their entertainment abroad, formed themselves into a society, under the name of the Dilettanti." The preface to one of the society's publications from which we quote goes on to say that "it would be disingenuous to insinuate that a serious plan for the promotion of arts was the only motive for forming this society," friendly and social intercourse being the first great object in view, but it also affirms that under no circumstances has it ever "abandoned the cause of virtu." In the year 1764 the Dilettanti discovered that they had a considerable balance of money in hand, and they determined to spend it on an exploring expedition to the East. Accordingly, Mr. Chandler, the well-known editor of the Marmora Oxoniensia, was sent out with a couple of artistic companions to Greece and Asia Minor, and the results of the journey, which occupied rather more than two years, were made known to the public by means of a bulky work published by the society. Among the places explored by Mr. Chandler was the ruined city of Priene, to which considerable space is devoted in the society's volume of Antiquities of Ionia. But all that was done at that time was to delineate and describe the ruins. Mr. Chandler left the shattered marbles lying where he found them. That was rather more than a century ago. In the autumn of 1868 the society determined to send a new expedition to Priene, under the direction of Mr. Pullan-this time not only to explore, but to annex. This was done, and at a later period Mr. Newton, at whose disposal a considerable sum of money had been placed in aid of this enterprise by a wellsnown lover of art, joined the explorers at Priene, in order to make arrangements for the transport of what Mr. Pullan had acquired. But after the marbles which were selected for removal had been made ready for their journey, it was found necessary to wait a considerable time before they could be removed. Between Priene and the nearest station of the Smyrna and Aidin Railway stretches a roadless plain, into the soil of which even ordinary carts are apt to sink during the spring and early summer. As to the wagons in which the ponderous blocks of marble, some of them weighing from two to three tons, were conveyed, it was impossible for them to undertake the journey till the month of August. It required a long series of journeys, each occupying eight days, to transport the thirty tons of marble to the railway station. There they were carefully packed and sent on to a port from which they were conveyed, first to Malta, and then to England. Very soon after their arrival the

were, generously made them over to the na-As regards Priene, much might be said in reference both to the history and the topography of the city. In the days of its splendor its appearance must have been as striking as the views from its terraces were magnificent. Even now, when one of the principal features of the landscape has disappeared, the view which may be enjoyed from the site of its ruined temple is singularly beautiful. Behind stand the cliffs, up which a narrow footpath leads to the Acropolis, and higher still rise the mountain heights of Mycale. In front the ground once occupied by the old city, terrace below terrace, falls away to the plain. There the Meander silently winds its mazy way through the rich alluvial soil, and beyond it the jagged peaks of Latmos rise above the cave in which of old Endymion slept. But, beautiful as is the view now, it must have been fairer still in the days when Priene was a maritime port, the sea occupying the space in front of the city which is now part the valley of the Mmander. all the rivers of Asia Minor the Maander was the most remarkable production of new land. it conferred on one spot it naturally took away from another, and so well were its habits in this respect known that it "was indictable for removing the soil when its margin tumbled in; and the person who recovered damages was paid from the income of the ferries. Its behavior towards one of the neighboring cities was particularly bad. Myus was originally a seaport, bordering a bay which abounded in fish. It was on that account that it was given to Themistocles, in order that his table might be furnished with that delicacy. But after a time the deposits of the Meander produced a dam which cut off the bay from the rest of the sea, and eventually turned it into a freshwater lake. From this such swarms of gnats arose that the inhabitants of Myus were actually driven out of their homes. Packing up their goods and other valuables they abandoned the to the gnats and migrated in a body to Miletus. The insects remained masters of the position, and "a writer of the second century relates," we are told, "that nothing remained in Myus, in his time, but a Temple of Bacchus of white stone or marble.'

Society of Dilettanti, whose property they

So much for the position of Priene. As regards its history we know that it once enjoyed a considerable reputation, chiefly on account of the beauty of its temple, which was dedicated to Athene Polias. Whatever temples it possessed at the time of the expe-

dition of Xerxes were probably destroyed by him, the only temple he spared in Ionia being that of Ephesus. At what subsequent period the Prieneans began to rebuild them seems to be uncertain, but when Alexander came that way it may be presumed that he found the Temple of Athene in progress, for his name occurs as its dedicator on a stone which used to be at the east end of the heap of ruins, but which is now in the British Museum. The inscription is especially interesting, insamuch as it is believed to present the sole instance in which Alexander's name occurs epigraphically by his own com-mand. It seems that the inhabitants of Priene were less independent than those of Ephesus, for when Alexander wished his name to figure as the dedicator of the restored Temple of Diana, after its destruction by Herostratus, and offered in return to repay to the Ephesians all that they had spent upon it, they refused to entertain his proposal. The marbles brought from Priene contain another very interesting inscription referring to the history of the city. It was copied by Chandler and Lebas, and it has been recently edited by Mr. Waddington in his continuation of Lebas' "Voyage dans le Levant," but none of the copies hitherto taken have been perfect. Now that we pos-sess the original we shall, in all probability, be able to obtain a correct reading of the whole. It relates to a quarrel between Priene and Samos, dating back as far as the celebrated Bias of Seven-Sages notoriety, the contending parties could not settle the question themselves, they referred it for arbitration to Lysimachus, as well as to several other princes, and also to the Rhodians, who seem to have given a decision in favor of Priene. But the dispute still dragged on; during the reign either of Ptolemy Philopator, it was again decided partially, if not entirely, in favor of Priene; but after the defeat of Antiochus the Great, when the Romans sent the Consul Cn. Manlius, with ten assistant judges, to settle the state of affairs in Asia Minor, the Samians contrived to get a decree in their favor. This, however, which was obtained B. C. 188, was set aside B. C. 136 by a decision of the Roman Senate, which confirmed the original judgment of the Rhodians. Thus, in all probability, ended a lawsuit which had been running, or at least creeping, for upwards of

When the first exploration of Priene by the agent of the Dilettanti Society took place, the ruins of the temple of Athene were found lying in scattered heaps just as they had fallen after the shock of the earthquake which overthrew the edifice. These ruins were recently cleared away by Mr. Pullan to such an extent as to lay bare the entire area of the cella, and he also dug over the ground in front of the temple as far as the Propylea. One of the results of his researches was that at one end of the cella an immense pedestal with enriched mouldings was found, on which no doubt used to stand the colossal statue of Athene Polias herself. This adytum, or shrine, had been anciently fenced off from the rest of the cella by a bronze grating, the traces of which are still apparent on the payement. On that payement, and on the top of the ruined walls of the cella, were various fragments sculpture. Among the most striking of those which have been transferred to the British Museum may be mentioned a foot, a hand, and some other portions of a colossal female figure, the execution of which may safely be referred to the best period of Greck sculpture, and which in all prodability belonged to the celebrated figure of Athene which stood on the pedestal. On a smaller scale is a female head of great beauty; which in its peculiar head-dress, as well as in its general character, is very similar to one of the heads discovered by Mr. Newton on the site of the Mausoleum, and engraved in his travels. There are also two draped torsos, a smaller head, a male head, and several hands, as well as a pair of bronze wings, which may have belonged to a Victory held in the hand of Athene. All these fragments of sculpture are discolored by fire, and have evidently suffered at some period when the beams of the temple must have fallen on the pavement in a burning state. But there are other fragments which bear no traces of fire, and which evidently belong to a frieze. 'The figures are in very high relief, and at least some of them will probably be found, when the fragments are put together, to belong to some battle scene, perhaps a Gigantomachia. In their modelling and general treatment these figures present a striking resemblance to those on the frieze of the Mansoleum.

We trust that we shall learn more about these sculptures, and about the beautiful Ionic architecture of the temple to which they belonged, when the Dilettanti Society publish their next volume on Ionia, which, it is to be koped, will contain a full account of Mr. Pullan's recent mission to Teos, the Smintheum, and Priene.

PROPOSALS.

NOTICE TO CONTRACTORS. The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagerstown, and will receive Proposals until 9th April for all the unfinished Grading and Bridging on the uncompleted section, the work on which has been suspended for a year.

Payments made in cash for all work done. The work on the Graduation, Masonry, and Superstructure of Bridges will amount to about \$200,000. For all information as to the present condition of

the work to be done, apply to W. BOLLMAN, President.

No. 24 N. HOLLIDAY Street. TO CONTRACTORS AND BUILDERS, SEALED To CONTRACTORS AND BUILDERS.—SEALED Proposals, endorsed "Proposals for Building an Addition to a Public School-house in the Fifth ward," will be received by the undersigned at the office, S. E. corner of SIXTH and ADELPHI Streets until TUESDAY, March 29, 1870, at 12 o'clock M., for building an addition to a public school-house on a lot of ground situate on Sixth street, above Lombard, in the Fifth ward. Said addition to be built in accordance with the plans of L. H. Esler, Superin-tendent of School Buildings, to be seen at the office of the Controllers of Public Schools.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provi-sions of an ordinance approved May 25, 1860, have been compiled with.

The contract will be awarded only to known mas-

By order of the Committee on Property.
H. W. HALLIWELL,

WORK.

GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehous windows, for churches and cellar windows. IRON and WIRE RAILINGS, for balconies, offices

cemetery and garden fences. Liberal allowance made to Contractors, Builden and Carpenters. All orders filled with promptnes and work guaranteed. ROBERT WOOD & CO.,

sinthem No. 1138 RIDGE Avenue Phila A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS.
No. 26 AORTH WHARVES
No. 27 KORTH WATER STREET;
PHILADELPHIA.
ALMIADER G CATTELL
RELIAN CATTELL RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Perusylvania, the Schuylkili, Susquehanna, Cumberiaud, and Wyoming valleys, the North, Northwest, and the Canadas.

Of Passenger Trains, December 20, 1869.

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

At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 625 P. M.; arrives in Philadelphia at 925 P.M.

MORNING EXPRESS.

At 815 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Niagars Falls, Buffulo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

The 7:30 A. M. train connects at READING with 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, Elmire, etc.; at HAHRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,
Leaves Philadelphia at 3:30 P.M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:45 A.M., stopping at intermediate stations; arrives in Philadelphia at 2:00 P.M.; arrives in Pottstown at 6:15 P.M.

READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:40 A.M. and Reading at 7:30
A.M. stopping at all way stations; arrives in Philadelphia at 3:30 A.M. and Reading at 7:30

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M. Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.
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 A. eccommodation leaves Reading at

delphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:55 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsviile and all way stations; leaves Pottsviile at 5:40 A. M., connecting at Reading with accommodation train for Philade phia and all way stations.

phia 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 S A. M.; returning from Reading at 4 25 CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7'30 A. M., 12'30 and 4'00 P. M. trains from Philadelphia. Returning from Downingtown at 6'30 A. M., 12'45 and 5'15 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 19:30 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.

COLEBROOKDALE RAILROAD.

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

NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. ore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:23 A. M., and 2:05 P. M., arriving at New York 12:05 noon, and 6:25 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg at the state of the property of the

these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:06 P. M. Mail train for Harrisburg leaves New York at 12 M. Mail train for Harrisburg leaves New York at 12 M. M. Mail train for Harrisburg leaves New York at 12 M. Mail train for Harrisburg SCHUYLKILL VALLEY RAILROAD.

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.

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

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 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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS,—At 25 per cent, dis-

count, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

duced 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 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.—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., 12·20 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE Dungan's Express will collect bag-

gage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL DHILADELPHIA AND ERIE RAILROAD.

The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.

WESTWARD.

MAIL TRAIN leaves Philadelphia

"Williamsport - 740 A. M.

ERIE EXPRESS leaves Philadelphia 1140 A. M.

"Williamsport - 900 P. M.

"Arrives at Erie - 1000 A. M.

ELMIRA MAIL leaves Philadelphia - 750 A. M.

"Williamsport - 600 P. M.

arrives at Lock haven 720 P. M.

BASTWARD.

marives at Lock Haven 7-20 P. M.

MAIL TRAIN leaves Erie - 8'40 A. M.

"Williamsport - 925 P. M.

"arrives at Philadelphia 6'20 A. M.

"Williamsport 8'30 A. M.

"arrives at Philadelphia 12'46 P. M.

ELMIRA MAIL leaves Leck Haven - 8'00 A. M.

"Williamsport 9'45 A. M.

"Williamsport 9'45 A. M.

"Arrives at Philadelphia 0'50 P. M.

"Williamsport 12'46 A. M.

"Arrives at Philadelphia 0'50 P. M.

"Arrives at Philadelphia 0'50 P. M.

"Arrives at Philadelphia 0'50 P. M.

BUFFALO EXP. icaves Williamsport 12 25 A. M.

"Harrisburk - 5 20 A. M.

arrives at Philadelphia 9 25 A. M. Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvincton, with trains of Oil Creek and Allegheny River Railroad. ALFRED L. TYLER,

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philaceiphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M., 2 30 P. M., 4-16 P. M., 4-40 P. M., 6-16 and 11-80

Leave West Chester from Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:48 A. M., 10:45 A. M., 16:5 P. M., 4:56 P. M., and 6:55 P. M., Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glon Hiddle, and stop at B. C. Junction, Lenni, Glon hiddle, and Media; leaving Philadelphia at 4:40 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 7:46 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 Wainut street cars. These of the Market street line run within one square. The Cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M. and 200 P. M. Leave West Chester for Philadelphia at 7:85 A. M. Leave West Chester for Philadelphia at 7:85 A. M. and 4:00 P. M. WILLIAM C. WHEELER, Caperal Superintendent. General Superintendent.

cars of both lines connect with each train upon its

HAILROAD LINES. 1869.—FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places. New York and Way Places.
FROM WALNUT STREET WHARF.
At 5-30 A. M., via Camden and Amboy Accom. .. \$2-25
At 5 A. M., via Cam, and Jersey City Ex. Mail. . 3-00
At 2 P. M., via Camden and Amboy Express. .. . 3-00
at 5 P. M., for Amboy and intermediate stations.
At 5-26 and 5 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and
points c 2 R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for
Trenton.

M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S.A. M. and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry,

(upper side).

FROM KENEINGTON DEPOT.

At 7:30 A. M., 9:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. for Bristol.

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

At 7, 9 30, and 11 A. M., 4, 6 45, and 19 P. M., for

At 12 P. M. (Night), for Morrisville, Tullyigwn, Schenck's, Eddington, Cornwell's, Torrescale, 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.

At 7:50 A. M. for Ningara Falls, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, Schooley's Mountain, etc.

tain, etc.
A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton.

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 on Thursday and Saturday nights at 11-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mouat Holly.
At 7 A. M., 2-15 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, Vincentown, Birmingham,

DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILEOAD.

On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 995, 19, 11, 12 A. M., 1, 2, 3½, 3½, 405, 435, 5, 5½, 6, 6½, 7, 8, 920, 10, 11, 12 P. M.

Leave Germantown at 6, 6 to, 7%, 8, 8 20, 9, 10, 10 to, 12 A. M., 1, 2, 3, 8 to, 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 %

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

M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9 20, and 11 F. M.

Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M., 1 40,

Leave Chesnut Hill at 70, 5, 740, 1140 A. M., 140, 51, 540, 640, 840, and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7 - M., 1140, 540, and

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

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.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8 00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, 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 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.
For Fort Washington at 7.30 and 10.45 A. M., and
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 Passanour Railways and to the

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 8-25 A. M., 4-30 and 7-06 P. M.
From Lansdale at 7-30 A. M.
From Fort Washington at 9-25, 10-35 A. M., and

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 RAILEOAD COMPANY.
WINTER ARRANGEMENT.

On and after MONDAY, Nevember 1, 1969, Trains will leave as follows, stopping at all Stations on Philadelphia, Baitimore Central, and Chester Creek

Passengers are allowed to take wearing appare

111 President and General Superintendent

urnished at 721 OHESNUT Street,
Masonic Hall,
G. RENTON THEMPSON
1 tf Gen. Agent for Philadelph

HENRY WOOD,

8-10 P. M. From Abington at 2-85, 6-45, and 9-20 P. M. ON SUNDAYS.

CANADA.

Depot, NINTH and GREEN Streets.

AUOTION SALES. BUNTING, DURBOROW & CO., AUCTION BEERS, Nos. 220 and 234 MARKET Street, corner at Back street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday morning, March 31, at 10 o'clock, on four months' credit. S 25 5t

LARGE BALE OF CARPETINGS, WHITE, RED CHECK, AND FANCY MATTINGS, ETC. April 1, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottago, and rag carpetings, Canton mattings, oil cloths, etc. 3 20 5t Trenton.
At 630, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Barlington, Beverly, and Delanco.
At 630 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Mouday Morning,
April 4, at 10 o'clock, on four mouths' credit. 3 29 5t

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot,
Agents of the Union Transfer Company will call for and deliver baggage at the depot, Orders left at Tullytown.
At 7:30 and 10:45 A. M., and 2:50, 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, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOY. 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, \$3:26.
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., for Trenton.

for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will TRAINS LEAVE SPOT, VIL :--

Erie Mail and Pittsburg Express. 9:45 P. M. Accommodation. 12:11 A. M. Pacific Express. 12:00 night. Erie Mail leaves daily, except, Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at So'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 lickets must be vive.

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 A. C30 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 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 FEMBERTON AND HIGHTSTOWN RAIL-ROADS. Market street TRAINS ARRIVE AT DEPOT, VIZ.

Smithville, Ewansville, 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.

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.

by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE,—Trains will leave Depot corner Broad street and Washing-

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 Cristield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle,
Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
And Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.

Leave Chesnut Hill at 425 224, 1240, 540, and 157. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadeiphia at 6, 7½, 9, and 11 05 A. M., 1½, 8, 4, 4½, 5½, 6½, 8 05, 10 05, and 11½ P. M.

Leave Norristown at 540, 625, 7, 7½, 8 50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ 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 SUNDA 15.

Leave Philadeiphia at 9 A. M. 2½, 4, and 7½ P. M. 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 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate ON SUNDAXS.
Leave Philadelphia at 9 A. M., 2½, 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 11 05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8 95, 10 05, and 11½ P. M.
Leave Manayunk at 6 10, 6 55, 7½, 8 10, 9 20, and
11½ A. M., 2, 3½, 5, 6½, 8 30, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
PLYMOUTH RAILKOAD.
Leave Philadelphia at 7½ A. M., 4½ P. M. 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. 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
Raifroad.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore
7:25 A. M., Way Mall; 9:25 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-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. and Chester. H. F. KENNEY, Superintendent.

WEST JERSEY BAILBOADS.

Leave Philadelphia, foot of Market street (upper Ferry), at

8 15 A.M., Mail for Bridgeton, Salem, Millville,
Vineland, Swedesboro, and intermediate stations.

11 46 A.M., Woodbury Accommodation.

3-15 P.M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro.

3-30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.

5-30 P.M., Accommodation, Woodbury, Glass-5 30 P. M., Accommodation. Woodbury, Glass-

(Saturdays only.)
Leave Philadelphia 8 15 A. M.
Leave Cape May 1:10 P. M.
Freight-Train leaves Camden daily at 12 o'clock

coon. 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.
3 15 WM. J. SEWELL, Superintendent.

PATENTS.

DATENT OFFICES. N. W. Corner FOURTH and WALNUT

PHILADELPHIA. FEES LESS THAN ANY OTHER RELIABLE

AGENCY.

CHARLES H. EVANS.

TATE RIGHTS FOR SALE. - STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

5 27tf MUNDY & HOFFMAN. DI EING AND SCOURING.

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 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M.

On Saturday the 2:25 P. M. train will leave at 4:30 P. M.

Passengers are allowed to take wearing. JOSEPH MOTTET,

ELEVE DE PARIS,

FRENCH STEAM DYEING AND SCOURING,

On adykind of Wearing Apparel, for Ladies, Gents, and
Children. Patent apparatus for Stretching Pants from one to five inches. No. 209 S. NINTH Street, Philadelphia.

PAPER HANGINGS.

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. LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1035 SPRING GARDEN Street, below Eleventh. Branch, No. 507 FEBERAL Street, Camden, New Jerser. GREAT SOUTHERN MAIL O R N E X C H A N G E
BAG MANUFACTORY,
JOHN T. BAILLEY,
N. E. corner of MARKET and WATER Streets.

ONLY ALL RAIL LINE TO

ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
OHABLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST, Tickets for sale, baggage
checked through to destination, and all information
furnished at Philadelphia.

DRALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bon
Large an small GUNNY BAGS constantly on hand.

Manual Conference of the Constantly on hand. JET GOODS, NEWEST STYLES, DIXON'S

AUG FION SALES," M. THOMAS & SONS, NOS. 139 AND 161

Bale No. 1804 North Teelfth street.

HANDSOME FURNITURE FROSEWOUD PIANO. French Plate Plor Mirror, Oil Faintings, Fine Brussels and other Carpets, etc.

On Wednesday Morning.

March 30, at 16 c'clock, at No. 1804 North Twelfth street, above Montgemery avenue, by catalogue, the cultire furnitures comprising suit handsome walnut drawing ream futnitures, garnet-plush covering; superfor walnut stagere and much garnet-plush covering; superfor walnut stagere and much garnet-plush covering; superfor walnut stagere plane-forts, made by Grahasa; fine oil paintings, the French plate pier mirror, lace curtains, superior walnut sofa bedstead, Hoover's patent; suit handsome walnut chamber furniture, maltogany chamber furniture, maltogany chamber furniture, inches holsters and pillows, 2 oleanders, chima and glassware, stechen ntensis, fine Brussels and other carpets, etc.

DUTCH ELOWER ROOTS.

On Wednesday Morning.

March 30, at 11 o'clock, at the American Rooms, one case centaining a large assortment of superior gladistus and are modes, from the nursery of Leonard Roosen, Hauriem, Holland.

Sale at the Auction Rooms, Nos. to and 111 S. Fourth

Sale at the Auction Rooms, Nos. 120 and 141 S. Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, PIANO, MIRROES, OFFICE FURNITURE, MATTHERSES, BEDDING, STOVES, CARPETS, RTO.

On Thursday Morning.

March 31, at 9 o'clock, at the auction rhousehold formiture, comprising walnut parior furniture covered with plush, reps, and hair-cloth; walnut chamber suits; octage chamber suits; French plate mirrors; rosemped plane and melodeon combined, walnut hookease; walnut ward, robes, extension, library, centre, and bonquet tables; lounges, arm-chairs, hat stands, etageres, bedsteade, washisteds, chamber and dining room chairs, fine hair mattresses, feather beds, belsters and pillows; atoms and glassware; large assortment of office desks and tables, cigar pompey; two superior fire-proof safes, made by Farrel & Herring and Lallie; bagatelle tables, buils, cues, etc., complete; sewing machines, three terring lathes, portable forge and anvil, ges-consuming and cooking stoves, volvek firmsels, and other carpiets, etc. etc.

Also, regulation staff saddle and equipments complete, nearly new, cert \$140.

PEREMPTORY SALE

LARGE STOCK OF ELEGANT CABINET FURNITURE
Manufactured by GEORGE J. HENKELS for his Wareroom Sales.

ELEGANT ROSEWOOD AND WALNUT DRAWINGROOM AND LIBRARY SUITS, Walnut and Ebony
Bed Room Furniture, Ornamental Tables, Sideboards,
Etageres, Fancy Chairs, etc.
On Friday Morning.

Aprill, at 10 o'clock, at the auction rooms, Nos. 129 and
ld South Fourth street, by catalegue, a splendid assortment of first class Cabinet Furniture, manufactured by
George J. Henkels expressly for his waretrom sales, comprising—Rosewood parlor suits covered with plush and
other fine materials; walnut parlor suits, with the finest
and most fashionable coverings; elegant library suits, in
terry and leather; elegant hall furniture; very elegant walnut and ebony chamber furniture; walnut chamber suits;
elegant centre and bouquet tables; rosewood and walnut
sideboards, various marbles; ctageres; fancy chairs, etc.,
all from Mr. Henkels' warerooms.

Th's sale will comprise the largest amount of first-class
furniture, and will be held in our large salesroom, second
story.

Purchasers are assured that every article will be sold

story.

Purchasers are assured that every article will be sold without reserve or limitation.

N. B.—Thus will be the only public sale that Mr. Henkels will make this year.

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

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

at Public Sale, without reserve or limitation, for Casil, comprehening.
On Thursday Morning, March 31, and Friday Morning. April 1, at 10 o'clock, at the auction reoms, 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, peneils, photograph albums, leather 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.
MISCRLLANEOUS BOOKS, FINE TOY BOOKS,
PHOTOGRAPH ALBUMS, ETC.
Also, Miscellaneous Books, a large and excellent assortment of fine Toy Books, English and American; a full line of Photograph Albums, Bibles, etc.
Catalogues ready three days previous to sale.

3236t

Sale No. 1602 N Fifteenth street.

HANDSOME RESIDENCE AND ELEGANT FURBLEGANTLY CARVED WALNUT DRAWING-ROOM, PABLOR, AND CHAMBER FURNITURE: TWO ROSEWOOD PIANO-FORTES, LARGE AND ELEGANT FRENCH-PLATE MIRRORS, RICH VELGANT FRENCH-PLATE MIRRORS, RICH VELGANSWARE, HANDSOME FRENCH CHINA, LACE QURTAINS, ETC.

April 5, at 10 o'clock, at No. 1602 N. Fifteenth street, above Oxiord street, by catalogue, the entire Furniture, including—Very elegant caived walnut drawing-room furniture, covered in rich green plush; large and elegant ofaseres. Fench-plate mirror backs; handsome centre table; fine fronch-plate mantel and pier mirrors, in rich gilt frames; very elegant 75-octave resewoed square grand plano-forte; elegant walnut chamber furniture; ladice' elegant dessing table; escritoire; handsome wardrobes; mantel clocks and ornaments; elegant oak dining-room furniture; large buffet sideboard; rich cut glassware; handsome Free ch china; fasther beds; rich and elegant velvet and English Brussels carpets; fine Eprilish oil cloths; cooking utensils, etc.

HANDSOME MODERN RESIDENCE.

IMANDSOME MODERN RESIDENCE.
Immediately previous to the sale of furniture, at 10 o'clock precisely. HANDSOME MODERN THREE-STORY BRIOK RESIDENCE, Three-story Double Back Buildings and Lot of Ground. 23 feet 6 inches front, 108 feet deep, situate No. 1802 N. Fifteenth street, above Oxford street. The house is in elegant order. \$3000 may remain it desired. remain if desired.

The Residence and Furniture will be open for examination on the day previous to sale.

AND COMMISSION MERCHANTS, No. 1116 CHESAUT Street, rear entrance No. 1167 Sansom street.

Sale at No. 1140 Chesnut street.

LARGE SALE OF FINE DAMASK TABLE LINEN. SHEETING, PILLOW CASE LINEN, TOWELLING, FRENCH AND ENGLISH BED QUILTS, HOSIERY. BTC. ETC.

On Monday, Tuesday, Wednesday, and Thursday.

March 28, 28, 38, and 31.

Commencing at 10 o'clock, at the auction store, No. 1116 Chesnut street, will be sold, a large Stock of Spiendid Linens for housekeepers.

The assortment comprises:—Linen handkorchiefs, deylies, napkins, table cloths, towels, quilts, stair linen, sheeting, damask cloths, glass towelling, crash, piane and table covers. Scotch and birdeye diaper, Turkey red, Barnsley and loom damask, huckaback, ladies' and gental loss, pillow case linen, etc.

The goods will be open for examination on Monday.

Sale at Nos. 525 and 527 N. Second street.

STOCK OF SUPERIOR WALNUT PARLOR, CHAMBER, AND DINING-ROOM CABINET FURNITURE.

TURE.

On Wednesday Merning,
March 20, at 10 o'clock, at Nos. 625 and 627 N. Second
street, will be sold a large stock of elegant cabinet furmture, manufactured by George D. Smith, comprising antique parlor suites of walnut finish, in marcon and green
plush; tete-s-tetes, chairs, etc., in haircloth; elegant
walnut chamber suits, finished in oil and varnish; centre and bouquet tables, sideboards, wardrobes, secretaries and bookcases, lounges, extension dining-tables,
chairs, etc.
Catalogues will be ready on Thursday, and the
furniture can be examined any time previous to the
sale.

CCCOTT'S ART GALLERY AND AUCTION

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

No. 1117 CHESNUT Street, (Girard Row). Furniture sales every Tuesday and Friday morning at 18

clock. Particular attention paid to Out-door Sales at mode T. A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal sitention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1219 C HESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street. DRY GOODS, BLAUK DRESS SILKS, PIQUES, WHITE GOODS, HOSHRY, L. C. HOKES, NO. TIONS, FANCY GOODS, MILLINERY GOODS, RIBBONS, FLOWERS, LACES, HOOF SKIRTS, CORSETS, LADISS UNDERGARMENTS, GENTS FURNISHING GOODS, ETC.

2000 DOZEN LADIES, MISSES, AND CHILDREN'S LISLE AND BERLIN GLOVES.

E0 CAFES LADIES' AND CHILDREN'S STRAW
HATS, BUNNETS, ETC.
On Wedgesday Morning,
March 30, at 16 o'clock.

16

BY BARRITT & CO., AUCTIONEERS
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. IN LOUISVILLE, KY.

W. GLORGE ANDERSON & OO. H. C. STUCKY. AUCTIONEERS AND COMMISSION MERCHANTS.
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hate every Thursday.
Regular applies sales of decidences, and hate every Regular applies sales of decidences. SAMUEL SMITH & CO., No. 48. SEVENTH Street, STEAM AND GAS FITTERS AND PLUMBERS, Tube, Fittings, and BrassWork constantly

on band.
All work premptly attended to.
Galvanized Tube for Cometery Lots furnished.