THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, APRIL 5, 1870.

Religion in France.

A correspondent of the Pall Mall Gazette writes as follows from Paris with regard to the religious condition of the French peo-

For a right comprehension of the present state of religion in France, it is necessary to go back some distance-indeed, to the first revolution. This is pretty nigh a century, and yet so closely did events succeed one another in that interval that it seems but yesterday.

During the Reign of Terror there occurred in France religious incidents of such a character that never did modern people see the like, and never, to all appearance, will anything equally monstrous be seen again, even in that country. There is no question here of the spoliation of the Church, of the act for the organization of the slergy, and of the persecutions of every kind which ensued, and which supplied a few more pages to the martyrology. Those were events attended by very painful results for individual victims, and by very deplorable violations of principle; but, after all, more than one people have been as violent and as covetous-have been just as mad, and have committed similar faults.

Nowhere, however, but in France was there ever seen the spectacle of a whole nation, by means of its legal and constitutional representatives, abjuring Christianity and attempting to substitute a new religion, set up by public decree, in place of the ancient and venerable faith in which the country had been living for twelve centuries, and in which all civilized nations still continued to live. What this new creed was-the worship of Reason, inaugurated by Robespierre-there is no need of calling to mind. The bare remembrance of it makes the heart heave with indignation and disgust. The worship of Reason and Fraternity was a worthy accompaniment of the guillotine, the sounds of which re-echoed a hundred times a day through the public streets of Paris.

That fearful state of things, combined with scandals and murders, scenes of blood and ribaldry-that hateful comedy which was played in the gutter amidst the grinning of idiots-lasted more than ten years, God knows with what results to the hapless people ! It ceased only with the Concordat of 1801; and, among the services at that time rendered to French society by the First Consul, this was by no means one of the least. The ancient religion, on accommodating itself to new requirements, was re-established, and the restoration of the old altars was one of the handsomest and most reassuring actions of the epoch at which General Bonaparte, victorious on a hundred battle-fields, obeyed the voice of wisdom, while he reposed on his blood-stained laurels.

The Concordat is in many points open to criticism; but under the circumstances which then existed, it was, beyond gainsaying, the best thing to be done, as is proved by the fact that this compact between Church and State has endured for seventy years without any notable modification. The dogma of in-fallibility may possibly result in the overthrow or, at the very least, in the unsettlement of the fabric; but that will be the fault of the Papacy. The nation does not even demand its modification; and, without being perfectly satisfied, continues to abide by the contract, and does not dream of tearing it up. The state of religion under the guiding

hand of Napoleon I was very complex; but, generally speaking, the clergy of France were grateful, and showed to the second Charlemagne the submission to be expected of them. Every knee was bowed before the terrible dictator. The Church formed no exception; and the famous catechism of 1811, wherein the Emperor was ranked with God. proves that the clergy were not behindhand in servility and baseness Even the persecu-tions of which Pope Pius VII was the pitiable object did not open the eyes of the French clergy; or, at any rate, they were as those who have eyes and see not, neither do they understand. The personal violence suffered by the worthy pontiff appeared to afflict their spirits, but did not enlighten their minds. There was not one startling protest. At the fall of the empire the clergy resumed, quite as a matter of course, under the resto ration of the elder branch, the authority they had enjoyed before the revolution; and, hav ing already been very powerful under Louis XVIII, considered themselves for a short space absolute masters of affairs under Charles X, whom they dominated. The Jesuits at that period were one of the greatest causes of anxiety to the Liberal party, and the Martignae ministry, in 1828, covered itself with honor by satisfying just though exaggerated suspicions. During the whole reign of Louis Philippe, the clergy having shared the defeat of legitimacy, made common cause with it, and never ceased to sulk; they even caused temporary embarrassments, and in 1844 M. Thiers did not consider it beneath him to bring up a law for once more putting a check upon Jesuit audacity. Negotiations were opened with Rome, and it was the unfortunate Rossi who was entrusted with the conduct of them, when Gregory XVI died and Pius IX ascended the Pontifical throne, which he occupies still. Under the Republic, the clergy, who had blessed the trees of liberty and hailed the downfall of the younger branch as a great deliverance, were liberal enough; but, as soon as they could, they ranged themselves on the side of Bonapartist pretension, and, without approving of all the conditions of the new regime, set about seeking advantage therefrom with a barefaced cupidity which M. de Montalembert has more than once felt bound to stigmatize. During the eighteen years that the Empire has lasted, the Church has lived on very good terms with it. For the second of December there had been acclamation; for the perjurer absolution; for the Saviour of Society glorification; for the man whose Right is from God adulation. The same course was pursued persistently, and, as the Prince was generous at the expense of the State, every one had scarcely a thought beyond increasing his share in the budget, and the principles of eternal justice and morality were clean forgotten. You may count on your fingers the prelates who have put opposition into practice, and you will find but few good men and true by the side of Monseigneur Dupanloup. The servants of God are also servants of the age, and, if the clergy mix but little in society, they are forever seeking to obtain all the advantages they can. This is not particularly noble, but the Church does not pique herself upon her stoicism; and the spirit of mammon which has pervaded the world has affected even her to a certain extent. It is not often that the priest asks for himself, but for the temple in which he ministers he is insatiable; and there is no step from which he recoils if he may but add to the richness and decoration of the sanctuary. For the most part the French elergy are poor, and those who compose it know how to bear with resignation the constraint of a very circumscribed position. At least three-fourths of the parish priests and ministers live on 800 or 900 francs (from £32 to £36) a year; and, as they are very charitable, they find out of their very moderate salaries wherewithal to

give alms, which are so much the more meritorions, as they are necessarily of small amount. This is one of the most beautiful features of. Catholicism in France, and it is doubtful whether there could be found elsewhere anything superior, or even equal, to it. It is true that celibacy is a great help towards this frugality, and that without the charges of a family it is easier to bear the burden of life and to be contented with a little. Still, as the inferior clergy are recruited from among the lower orders, the position of a parish priest, for all its poor remuneration, seems far from inconsiderable to persons who were born in misery, and were otherwise destined to live in it. Yon peasant's son, who would have followed the plough, considers himself and finds himself almost a great gentleman when he becomes "your reverence," and such when he becomes "your reverence;" and such is the power of vanity that the ecclesiastical profession is embraced with a sort of joy not always to be diminished by the privations of

every kind which it entails. This justice, moveover, may be rendered to the French clergy: their morals are gene rally very good. Scandals are extremely rare, and they would be far less so if their conduct were not fundamentally regular. Vice is sometimes concealed, but when it really exists it sooner or later crops out. It is all very fine to wear a cloak, but the cleverest hypocrisy is never long successful. I am not the champion of celibacy, and in England, no doubt, it excites horror and disdain. But it has this advantage, that the priest, if his heart be in his duties, can give himself up to them entirely, and that he has none of those distractions which are always, and very properly caused by wife and children. That it is contrary to nature does not admit of question; but if individuals suffer by it, society derives the great gain of having folks whom there is nothing to distract from a holy mission, and who give themselves up to it without the least suspicion of by-ends or of a calculating spirit. History is our witness that up to the time of Gregory VII, and oven subsequently, ecclessiastics did marry. There is little probability that the Church was the better for it; and the reform which took place some seven or eight hundred years ago has become so engrafted in the moral code that no priest, even on quitting orders, can marry. The law permits it, no doubt, or rather does not prohibit it, but the moral code and the respect of mankind, more powerful than the law, forbid it; and there is no idea, even in these times of not over-sensitive morality, which excites more repugnance than that of a married priest. It is a sort of sacrilege that the most shameless dare not commit; and among women, even the most ignorant and gross, there are very few who would consent to join their lot with that of one who has been unfrocked. The day when priests shall marry in France, on that day there will be an end of Catholicism. But that day is not near us yet; though the extravagances which are in course of preparation at Rome may bring about religious changes very unexpected and very momentous.

Poverty, chastity, and charity-we have here three virtues eminently practical, and, from the social point of view, eminently useful. But what the French clergy above all things lack is enlightenment; not that they are not far more enlightened than most of the clergy of any other religion; but they have to do with a society far more advanced than themselves; and it is the contrast which lowers them and often makes them appear beneath their work. The ecclesiastical course of study is very insufficient, so far as an opinion can be formed from outward and visible signs. The priests are brought up in the small and great seminaries, and these establishments are placed in the hands of the bishops exclusively. This is perfectly natuand no one would dream of intro -1 the laic element into the direction of those houses which ought to be entirely ecclesitical. But a less praiseworthy and far less useful feature is that they are kept in a state of obscurity through which no ray of publicity can penetrate. What is done in the seminaries? What studies, what moral discipline, what exercises, what tests are imposed on the novices? That is exactly what nobedy knows. If the bishops know themselves what is done in their respective dio ceses, they are in absolute ignorance about the doings of their fellows; and if they had to give some general information about clerical education in France, they would be as much at a loss as the first laic you could pick up. It is not that the bishops seek concealment, or even desire to put their light under a bushel; but it is a remnant of obsolete customs. Before the great revolution, the clergy, who formed an order apart in the State, rendered no account to anybody of what they did, and the curiosity of laics would have appeared an outrage. Nowadays it is just the same; and the seminaries have remained inaccessible when all the rest of society submits what is done to the most extensive and unlimited publicity. There are most precise statistics in respect of laical instruction; and there is not a detail concealed from the public. As for the clerics, on the contrary, absolutely nothing is known about them; and society, that knows to a "t" how other functionaries of whom it has need are made, has no idea at all about the way of making those ministers of religion who must, nevertheless, play an important part in its midst. Is this a proper state of things? Do the age and the Church reap advantage from this secrecy? Assuredly not; and, so long as the clerics do not invigorate themselves with the open daylight of public discussion, they will remain in the condition of inferiority in which they now languish, to the detriment of religion, and of society, which religion ought to leaven. It is notable that the clergy produce scarcely any remarkable work amid the host of distinguished works which the age begets from day to day. In the Middle Ages the Church was the mother and nurse of all the sciences; nowadays, owing to a multitude of causes, it is but a natural consequence that her sceptre should fall from hands for which it is no longer adapted. But ignorance is default towards all the world; and, if the Ckurch would live and more and more regain her ascendancy over the souls of men, she must rise again at least to par. But it is for herself alone to bring about this reform in her own establishments; her friends can only advise her to do it. CENT.'S FURNISHING GOODS. PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

HAILROAD LINES.

A CALL AND A

Trenton

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 330, 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 1130 P. M. line leaves Market Street Forry,

(upper side). FROM KENSINGTON DEPOT. At 7-30 A. M., 2:30, 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., 2:30 and 5 P. M. for Morrisville and

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 7:30 and 10:46 A. M., 3:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 5:30 P. M. for Holmesburg, and Intermediate stations. FBCM WEST PHILADELPHIA DEPOT. Via Connecting Railway. At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 13 P. M. New York Express Lines, via Jersey City. Fare, 8:3:25.

At 11 30 P. M., Emigrant Line. Fare, \$2. At 7, 930, and 11 A. M., 1-30, 4, 645, and 18 P. M.,

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

Bristol. At 12 P. M. (Night), for Morrisville, Tallyiewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:50 A. M., 6:45 and 12 P. M. Lines will run

ally. All others, Sundays excepted, BELVIDERE DELAWARE RAILROAD LINE

FROM KENSINGTON DEFOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

tain, etc. A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M. from Kensington Durot, for Lamberrille and

. M., from Kensington Depot, for Lambertville and

Intermediate stations, CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2°15, 2°50, 5, and 6°30 P. M., and on Thursday and Saturday nights at 11°50 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Monat Holly. At 7 A. M., 2°15 and 6°30 P. M. for Lamberton and Meedord

Mediord. At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham,

At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Highte-town. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILEOAD. TIME TABLE, On and after MONDAY, Nov. 22, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9°65, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4°05, 4°35, 5, 5%, 6, 6%, 7, 8, 9°20, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 655, 7%, 8, 8:20, 9, 10, 10:00, 12 A. M., 1, 2, 3, 3:50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8:20 down train and 3% and 5% up trains will

not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 915 A. M., 9, 405, 7, and 10%

Leave Germantown at 815 A. M., 1, 3, 6, and 9%

P. M.

P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9%, and 11 F. M.
Leave Chesnut Hill at 710, 8, 940, 1140 A. M., 140, 3%, 540, 640, 840, and 1040 P. M.
3%, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 1240, 540, and 9% P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Fhiladelphia at 6, 7%, 9, and 1105 A. M., 140

For Constronger And And North Stown. Leave Fhiladelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 625, 7, 7%, 850, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Maxima Potts' Landing, Domino, or Schur's lang

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 SUNDA 15. Leave Philadelphia at 9 A. M., 1%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1%, 4, and 7% P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Manayunk at 610, 655, 7%, 810, 920, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD Leave Philadelphia at 7% A. M., 4% P. M.

RAILROAD LINES.

READING RAILROAD. -GREAT TRUNK LINE from Philadelphia to the interior of Pennayi-vania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas

Canadaa. WINTER ARRANGEMENT Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphis, at the following hours:-- MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 635 P. M.; arrives in Philadelphia at 925 P.M. MORNING EXPRESS. At 935 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

Hagerstown, etc. The 7:30 A. M. train connects at READING with

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, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberiand Val-ley, and Schnyikill and Susquehanna trains for Nor-thumberiand, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Hailroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Potistown at 6:45 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphis at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 1020 A. M. Returning, ieaves Philadelphia at 445 P. M.; ar-rives in Reading at 740 P. M., and at Pottsville at 930 P. M.

P. M. Trains for Philadeiphia 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 3:05 P. M., and Pottsville at 2:45 P. M., arriving at Phila-delphia at 5:45 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, usvet Market train, with a passenger car attached, icaves Philadelphia at 12'30, noon, for Pottsville and all way stations; leaves Pottsville at 5'40 A. M., connecting at Reading with accommodation train for Pailadel-

shia 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.

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

Passengers for Schwenksville take 7:60 A. M., 19:30 and 4:00 P.M. trains from Philadelphis, returning from Schwenksville at 8:05 A. M., 12:45 Noon, and 4:16 P. M.

stage lines for the various points in Perktomen Valley connect with trains at Collegeville and Schwenksville, COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7'30 A. M. and 4'00 P. M. trains from Philadel-phia, returning from Mt. Pleasant at 7'00 and 11'00

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEXT. THE WEXT. Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Hartisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. more, etc. Returning Express train leaves Harrisburg on ar-rival 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 13.05 noon, and 6.25 P. M. Sleeping cars accompany these trains through between Jersoy City and Pitta-

these trains through between Jersey City and Pittsburg withcut ohange.
 A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:25 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, Treimont, and 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

TICKETS. 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 15 A. M. from B. C. Junction stops at all stations. 0.00 A. M. from West Chester stops at all stations, 405 P. M. from B. C. Junction stops at all stations, 455 P. M. from West Chester stops at all stations,

AUCTION SALES.

A. MCCLELLAND, AUCTIONEER, NO. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furni For satisfield of the set of the

RAILROAD LINES.

PHILAPELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, APRIL 4, 1870. Trains will lesve Depot, corner of Broad street and Washington avenue, as follows:-Way Well Trains at Stol A. M. Construct avenue of a

Way Mail Train at 8:30 A M. (Sundays excepted), for Baitimore, stopping at all regular stations, Connecting at Wilmington with Delaware Raliroad Line, at Clayton with Smyrna Branch Kailroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad. at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at

ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Bautimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newaik, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Ster war's kun

deen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Eun. Night Express at 11:30 P. M. (Paily), for Baltf-more and Washington, stopping at Chester. Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12'60 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

and Wilmington. Leave Philadelphia at 11:00 A. M., 2:33, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Dela-ware Kallroad for Harrington and intermediate Leave Wilmington 645 and 810 A. M., 200, 400

ard 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fniladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Supdays excepted

Trains leaving Wilmington at 640 A. M. and 400 P. M. will connect at Lamokin Junction with the 740 A. M. and 430 P. M. trains for Baltimore Central Halirond. From Baltimore to Philadelphia.-Leave Balti-

From Baltimore to Philadelphia.-Leave Balti-more 7-25 A. M., Way Mali, 7 40 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 Mag-nolia, Perryu an's, Aberdeen, Hawre-le-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. their residence by the Union Transfer Company. H. F. KENNEY, superintendent.

LARGE SALE OF FRENCH AND OTHER EU-ROPRAN DRY GOODS, On Mosday Moraing, April 11, at o'clock, on four months' credit. 45 56 MARTIN BROTHERS, AUCTIONEERS,

WEST CHESTER AND PHILADELPHIA RAIL W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will cave from the Depot, THIRFY-FIRST and UHES-

NUT, as follows:-FROM PHILADELPHIA. 645 A. M., for B. C. Junction, stops at all stations. 745 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting a B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 9:40 A. M. for West Chester stops at all stations. 11:50 A. M. for B. C. Junction stops at all stations.

2:30 P. M. for West chester stops at all stations, 4:15 P. M. for B. C. Junction stops at all stations, 4:45 P. M. for West Chester stops at all stations west

445 P. M. for West Chester stops at an stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennelt, Port Deposit, and all stations on the P. & B. C. R. R. 5:39 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

stations. 755 P. M. for West Chester stops at all stations. 6 °C5 P. M. for West Chester stops at all stations.
11 °20 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.
5 °25 A. M. from B. C. Junction stops at all stations.
6 °20 A. M. from West Chester stops at all stations.
7 °40 A. M. from West Chester stops at all stations between W C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett,

Deposit, and all stations on the P. & B. C.

AND GENTLEMEN'S FURNISHING STORE

11.9

PERFECTLY FITTING SHIRTS AND DRAWEES made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO., No. 706 CHESNUT Street. PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!-WALL PAPERS obsapest in the city at JOHNSTON'S Depot, No. 1030 BPRING GARDEN Street, below Reventh. Branch, No. 107 FEDERAL Street, Camden, Now Jerser.

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 PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA

WINTER ARRANGEMENT.

Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:-At 840 A. M. (Express) for Bethlehem, Allentown,

At 840 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 945 A. M. (Express) for Bethlehem, Easton, Alientown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Mortis and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, end Hazleton, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, end Hazleton, At 500 P. M. (Express) For Bethlehem, Kaston,

At 5'00 P. M. for Bethlehem, Eagton, Allentown, and Mauch Chunk. For Doylestown at 8'45 A. M., 2'45 and 4'15 P. M. For Fort Washington at 7'30 and 10'45 A. M., and

11 30 P. M.

(30 F. 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, 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., 215, 440, and 825 P.M. From Doylestown at 835 A. M., 430 and 705 P. M. From Lansdale at 730 A. M.

Fort Washington at 9-25, 10-35 A. M., and

3-10 P. M

P. M.
 From Abington at 235, 645, and 930 P. M.
 ON SUNDAYS.
 Philadelphia for Bethlebem at 930 A. M.
 Philadelphia for Devicestown at 2 P. M.
 Philadelphia for Devicestown at 2 P. M.

Philadelphia for Doylestown at 2 F. M. Doylestown for Philadelphia at 4 P. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. 11 1 ELLIS OLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS,

On and after MONDAY, April 4, 1870, trains will

LEAVE PHILADELPHIA, from depot of P., W.

LEAVE FHILADER HAN FROM STORE of the Washington avenue— For PORT DEPOSIT at 7 A. M. and 4:30 P. M. For OXFORD. at 7 A. M., 4:30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and "P. M.

R. R. 14 A. M., 10 A. M., 200 F. M., 400 F. M., and 7 P. M.
 Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
 Trains leaving Philadelphia at 10 A. M. and 4:30 P.
 M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 4:2

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9 25 A M. and 4 25 P. M., on

PORT DEPOSIT at 925 A M. and 925 F. M., on arrival of trains from Baltimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M., CHADD'S FORD at 726 A. M., 1800 M., 130 P. M., 445 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the Bame. HENRY WOOD,

General Superintendent

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

count, between any peints desired, for families and firms. MILEAGE TICKETS.-Good for 2000 miles, be-

tween all points, at \$52 50 each, for families and firms

BINS, 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 entiting themselves and wives to tickets at half fare, and wives to tickets at hair 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 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 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and points beyond.

Broaton, Harlisong, Tohavine, Fore Childer, and BAGGAGE.—Dungan's Express will collect bag-gage for all trains leaving Phindelphia Depot, Orders can be left at No. 225 South FOURTE Street, or at the Depot, THIRTRENTH and CALLOWHILL Streets Streets.

DENNSYLVANIA CENTRAL RAILKOAD

AFTER S P. M. SUNDAY, NOVEMBER 14, 1869. The trains of the Peansylvanin 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 be-tere the denorting. The Cheanent and Walket

leaving Front and market subcets unity minutes of-fore its departure. The Chesunt and Waint 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 begingers at the depot. Orders left at

Nor and deliver bagginge at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE EPOT, VIL :-

IBALLO ADDATE	
all Train	
Fast Line and Eric Express 1159 A. M.	l.
Harrisburg Accommodation 2.30 P. M.	
ancaster Accommedation 4 10 P. M.	L
Parkesburg Train 5'30 P. M.	P
Jincinnati Express 8 00 P. M.	
Srie Mail and Pittsburg Express	P
Pacific Express	Ŀ
Erie Mail leaves daily, except. Sunday, running on	Ľ
Saturday night to Williamsport only. On Sanday	L
night passengers will leave Philadelphia at 8 o'clock	L
Pacific Express leaves daily. Cincinnati Express	
tally, except Saturday. All other trains daily, ex-	F
vent Spnday.	

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-curred and baggage delivered by 5 P. M., at No. 116

TRAINS ABOUT STATUTE
ncinnati Express
diadelphia Express
ie Mail
te Mail
rkesburg Train
ut Line
ncaster Train
ie Express
nthern Express
ock Haven and Elmira Express
cific Express
artisburg Accommodation
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street,

FRANCIS FUNK: Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE,

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

4.55 P. M. from West Chester stops at all stations, 4 55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 6 55 P. M. from West Chester stops at all stations, connecting at R. C. Junction with P. & B. C. R. R. 9 60 P. M. from B. C. Junction, This train com-tion of the provide on and other torms for 1970 store. mences running on and after June 1st, 1870, stop-

mences running on and after stude 1st, 1sto, scopping at all stations. ON SUNDAYS,
cos A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
cos P. M. for West Chester stops at all stations.
con P. M. from West Chester stops at all stations.
con P. M. from West Chester stops at all stations.
con P. M. from West Chester stops at all stations.
con P. M. from West Chester stops at all stations.

connecting at B. C. Junction with P. & B. C. K. R. W. C. WHEELER Sup't. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. No. 1117 CHESNUT Street, (Girard Row).

DEBLADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Rail-

road run as follows from Pennsylvania Railroad Depot, West Philadelphia:-WESTWARD

Wils rWARD. MAIL TRAIN leaves Philadelphia - 9.35 P. M. "Williamsport - 7.40 A. M. arrives at Erie - 8.20 P. M. ERIE EXPRESS leaves Philadelphia 11.40 A. M. "Williamsport - 900 P. M. arrives at Erie - 10.00 A. M. ELMIRA MAIL leaves Philacelphia - 7.60 A. M. "Williamsport 6.00 P. M. arrives at Lock hiaven 7.26 P. M. BEASTWARD.

arrives at Lock Haven 7'20 P. M. EASTWARD.
MAIL TRAIN leaves Erie - 8'40 A. M. arrives at Philadelphia 6'20 A. M. BRIE EXPRESS leaves Erie - 400 P. M. arrives at Philadelphia 12'45 P. M. arrives at Philadelphia 12'45 P. M. ELM IRA MAIL leaves Leek Haves - 8'00 A. M. arrives at Philadelphia 12'45 P. M. ELM IRA MAIL leaves Leek Haves - 8'00 A. M. arrives at Philadelphia 6'50 P. M. EUFFALO EXP. leaves Williamsport 12'25 A. M. arrives at Philadelphia 9'50 A. M. arrives at Philadelphia 9'50 A. M. BUFFALO EXP. leaves Williamsport 12'25 A. M. arrives at Corry, Mail East at

Express East connects at Corry, Mail East at Jury and Irvineton, Espress West at Tryincton, with trains of Oll Creek and Allegheny River calroad. ALFRED L. TYLER, kanirond. General Superintendent.

WEST JERSEY RAILROADS.

COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

Leave at indeeping, see A. M., Mail for Bridgeton, Salem, Millville, See A. M., Mail for Bridgeton, Salem, Millville, Vinehird, Swedesboro, and intermediate stations. 11 45 A. M., Woodbury Accommodation. 8-15 P. M., Mail for Cape May, Millville, Vine-land, and way stations below Glassboro, 12 M. M. Salem, Sa

3:50 P. D., Fassenger for Bridgeton, Salem, Swedenboro, and intermediate stations. 5:45 P. M., Accommodation, Woodbury, Glass-

b 45 P. M., Accommodation. Woodbury, Glass-boro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)
 Leave Cape May 1:10 P. M Freight Train leaves Camden daily at 12 o'clock poon. Freight received in Philadelphia at second covered what below Walnut street.

covered wharf below Walnut street. Freight delivery at No. 228 S Delaware avenue. Commutation tickets at reduced rates between

hiladelphia and all stations. 8 15 WM. J. SEWELL, Superintendent. 815

GREAT SOUTHERN MAIL

GUTE ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, AT. LANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, sab all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at checked thr furnished at

721 CHESNUT Street, Masonie Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphia



STAMP CANCELERS. PATENT EDWIN STEVENS,

No. 41 S. THIRD Street,

W, GEORGE ANDERSON. H. C. STUCKY. THOM AS ANDERSON & CO. (Established 1836). AUCTIONEERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All anction sales exclu-sively for cash. Consignments solicited for auction or private sales. Regular saction sales of boots, shoes, and hats overy Thursday. Regular suction sales of dry goods, clothing, carpets, notions, etc., every Wednesday and Thursday. [3 19 5m] PHILADELPHIA. [3311f General Agent for the State of Pennsylvania.

CHESAUT Striet, rear entrance No. 1107 Sanson street. Sale at No. 1237 N. Broad street. FLEGANT ROSEWOOD AND WALNUT HOUSE HOLD FURNTURE VELVET AND BRUSSELS CARPETS, LARGE MANTEL MIRRORS, LAOK CURTAINS, LIBRARY FURNTURF, BRONZES, MARBLE CLOCKS, FINE CHROMOS AND EN-GRAVINGS, SILVER-PLATED WARE, ETC. On Wednesstey Morning, April 6, at 10 o'clock, at No. 1237 N. Broad street, corner of Master street, will be sold, the elegant turniture of a family declining housekeeping, comprising elegant velvet and Brussels carpets, on parlors, chambers, library, and halls; suit of resewood parlor furniture, covered with satin brocatelle; rosewood contre and boquet tables; cin-codila merble; large French plate manual show the sain brocatelle: cosewood centre and bound tables; bis-cadilla m.rble; large Fronch plate mantel glass, gilt frame: fine chromos and engravings, in carved walnut frames; elegant carved walnut sideboard; large estea-sion dining table, chairs, and dining room furniture. Two sulendid suites of resewood chamber furniture;

7

AUO FION SALES,"

M. THOMAS & SONS, NOS. 189 AND 141

handsome Veivet, Brussels, and other Carpets, Stoves, etc. Cn Thursday Morning. April 7, at 9 o'clock, at the auction rooms, by esta-logue, a large assorthment of household furnitare, com-prising elegant wainst parlor suit, covered with plush wainst parlor suits, covered with bair-cloth, three hand-wainst parlor suits, covered with bair-cloth, three hand-some wainst chamber suits, cottage chamber suits, French plate mirrors, superior wainst reclining chair, two wainst ibrary sofas, wainut etagere, broccadella marble top and French plate mirror, wainst bookcasse, extension and hall tables, cask sideboards, centre and bouquet tables, broca-della. Tennessee, and Italian marble-tops lounges, arm-chairs, superior office deaks and tables, fine hair mattresses, fine china and glasware, turing lathe, biackmith's bellows, sewing machines, stoves, oontern, handsome velves, Brussels, and other carpets, oil cloths, etc. etc.

etc. etc. Superior patented cabinet parlor bed. ELEGANT PANO-FORTES. Elegant rosewood 75 octave Piano-forte, made by

Flegant resewood 7 octave Plane-forte, made by L

Elegant rosewood 7-octave Plano-forte, made by E. P.

Graham. Elegant reservood 7-octave Piano-forte, made by McCam-mon, successor to Boardman & Grav ELEGANT WINDOW CURTAINS. Three suits Orimson Brocatelle Window Curtains and Gitt Cornices. Two suits Green Brocatelle Window Curtains and Gilt Cornices.

Two suits Green Brocatelle Window Curtains, and Green Cornices. Three suits Striped Brocatelle Window Curtains. Six suits Rep Window Curtains. Three suits Fine Lace Window Curtains. FINE CARPETS. Also, about 1200 yards fine Velvet, Brossels, Ingrain, and Venetian Carpets (second-hand).

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 323 and 334 MARKET Street, corner of Bank street. Successors to John B. Myers & Oo.

LARGE SALE OF BRITISH. FRENCH, GERMAN AND DOMESTIC BRY GOODS. On Thursday morning, EApril 7, at 10 o'clock, on four months' credit. 4156 THE ENTIRE STOCK of a jobber declining business, embracing large lines of staple and fanoy goods.

LARGE, IMPORTANT, AND ATTRACTIVE SPE-CIAL SALE OF GERMAN HOSIERY AND GLOVES.

GLOVES. On Friday Morning, April 8, at 10 e'clock, on four months' credit, includ

April 3, at 10 eclock, on four months' credit, includ-ing --kice dozen ladies' white hose, is 0 dozen ladies' brown hose. is 0 dozen gents' brown half hose. is 0 dozen gents' mixed hose. is 0 dozen gents' mixed half hose. is 0 dozen children's white, brown, and mixed hose and half hose. is 0 dozen children's Lisle and Berlin gloves and half genutlets. is 0 dozen children's Lisle and Berlin gloves and half n. g. We invite special attention to the above, all frosh goods, and of the most celebrated makes. 45.35

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK, AND FANCY MATTINGS, ETO. On Friday morning, April 8, at 11 o'clock, on tour months' credit, about 200 pieces ingrain, Venetian, list, henn, cottage, an 1 rag carpetings, Canton mattings, oil cloths, etc. 425t

A (Lately Salesmen for M. Thomas & Sons.) No. 704 CHESNT T Street, rear -utr nee from Minor. PE-EMPTORY SALE

A CHOICE COLLECTION

A CHOICE COLLECTION OF FINE MODERN OIL PAINTINGS, BY EMINENT ARTISTS, On WEDNESDAY and THURSDAY, April 6 and 7, MORNING, at 11 c'clock, and EVENING, at 756 c'clock. At the auction rooms, No. 704 Chesnut street, above Seventh, a large and choice collection of FINE MODERN OIL PAINTINGS by eminent artists, including speci-mens by George Howard, W. A. C. Frinck, Franest Lo-OIL PAINTINGS by eminent artists, including speci-mens by George Howard, W. A. C. Frinck, Franest Lo-chichous, G. G. Hartwick, Semers, Iewis, Faul Ritter, Kreitchmer, La Salle, Kruetzer, and others. The subjects are varied, embracing landscapes, cattle, fruit, marine views gsmes, views from nature, etc. Will be on exhibition one day previous to sale. 424t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

Two sciencid writes of reservoid chamber furniture; one do. do wainut; first-class hair and spring mattresses; library suite, in green reps; library table; carved wainut bookcase; French plate mantel mirror, wairut frame; marble mantel clock; bronze figures and groups; mantel ornaments; silver-plated waiters, tureens, liquor stands,

rate rates.

ness,

Also, the kitchen furniture. Also, the kitchen furniture. Catalogues will be ready for delivery at the auction store on and after Sat rday. April 2. The furniture can be examined early on the morning of sale. 442t

Furniture sales every Tuesday and Friday morning at 10

eicek. Particular attention paid to Out-door Sales at mode-223

In consequence of the storm on Saturday evening the SALK OF PAINTINGS

SALE OF PAINTINGS has been postponed until On WEDNESDAY EVENING, April 6, at 75 o'clock. The sale comprises 150 Paint-ings, Chromos, and Kngravings, mounted in fine gold-loaf trames. Must be sold to make room for a very ex-tensive sale. Now on exhibition in the Galieries with catalogues. It

GREAT ART SALE. On account of leaving short'y for Europe, on busi-

MR. CHARLES F. HASELTINE

will sell at public sale, his entire VALUABLE COLLECTION OF OIL PAINTINGS.

Boulibonne, Lejeuse, Lamacois, Dansaori, Paul Weber, Jacobsen, Kuwasseg fils, Hildebrandt, Arnoux, Ramsey, Id on the

They will be sold on the EVENINGS OF FRIDAY AND SATURDAY, April sand 9, at 7% o'clock, AT THE HASELTINE GALLERIES, No. 1125 Chesnut street. Now on exhibition 455

BY JAMES A. FREEMAN, NO. 423 WALNUT Breet.

SPECIAL SALE OF FINELY EXECUTED ITALIAN. MARBLE GARDEN AND MONUMENTAL STATU

ARY, ETC., ETC., On Thursday Morning, Arril 7, at 10 o'clock, at the salesroom, No. 422 Walnut street, will be sold, a collection of Italian marble garden and monumental statues, marble gwden vases, etc., lately imported by Measa. Viti Brothers, (hate Vito Viti & Sons). The collection embraces many beautiful subjects status of Hone. Eaith Remembrance.

among which are figures of Hope, Faith, Remembrance, Psyche, Flora, Bacchus, the Four Seasons, and Four Parts

L PPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

N LOUISVILLE, KY.

coantry, as follows :- Boutibonne,

Boulanger, Meyer, Bremen, F. E. Church,

Sonderman, Beyslag. They will be sold

Now on exhibition.

ARY, ETC., ETC.

of the World, Etc.

Berbstoffer, Rakalowicz,

forzog,

Percgo,

Wilms,

containing in many cases the finest examples of the boat artists (in the world) ever offered at auction in the

Desgoife,

Escosura, Seignao, Darand, Pecrus, Eaton, Verop,

Autray.

Haseltine, etc. etc.

45.51

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