PRESIDENT LINCOLN.

The Selection of his Unbinet for his Second Term-A Chapter from Thurlow Weed's Au-From Appleton's Journal.

In the winter of 1865 I received a note from President Lincoln asking me to come to Washington. Immediately after my arrival I called at the White House, and although early, several persons were waiting to see the President. Mr. Lincoln requested me to call at an hour indicated, when I found him alone. He commenced the conversation by saying: "You will remember that after the result of the late Presidential election was known I told you that I expected to have more influence with the President now that he had got a new lease. You and your friends thought that they were severely tried during my first four years. I did not say much about it then, but intended, if circumstances were favorable, to even up the account. I shall have Mr. Fessenden's resignation of the Treasury Department on Monday. Now, if you had the vacancy to fill whose name would you send to the Senate?"

I replied that, although wholly unprepared for such a question, yet I was not unprepared with a name that I would suggest for his consideration. I then mentioned Governor Morgan as in my judgment a suitable man for the place, provided it would answer to give the two leading places in his Cabinet to the State of New York.

"I anticipated this name," said Mr. Lincoln; "and even if I had not intended to consult your wishes, I should have felt quite safe in trusting the matter to your judgment. I can afford to give Governor Morgan the Treasury, even though Mr. Seward has the State Department, because the Governor can be confirmed, and the people will sustain the appointment. But," he added, "this could not be done if a word or whisper of it gets out. Can you and I keep the secret?" then inquired if there was any doubt of Governor Morgan's acceptance. I told him I thought not; that he had been a capable and successful merchant: that he had shown great executive and financial ability as Governor of our State; and that I could not doubt of his acceptance of a department in which he could render much greater service to his country. And, after some further conversation, Mr. Lincoln allowed me to suggest-in the strictest confidence, and in general terms-to Governor Morgan that a contingency might happen in which he would be called to the discharge of other duties.

On the way to the ears I stopped at Governor Morgan's house, and, after a very earnest injunctions of secrecy, made the suggestion, in forms so vague and general, as to leave the Governor wholly in the dark as to the nature of the duties referred to, and as to my authority to make the suggestion.

It was understood between Mr. Lincoln and myself that I should hasten home; and, without disclosing or intimating the possibility of a vacancy in the United States Senate, do whatever might be done, with the knowledge I possessed, to give the proper direction to the question of filling Governor

Morgan's place in the Senate. On my arrival at Albany, I had not a little curious conversation with Governor Fenton. without whose co-operation it would have been impossible to move satisfactorily. I found that the gentlemen towards whom attention would naturally be drawn for such a position, resided in the western part of the State. I suggested Lieutenant-Governor Selden, or Judge J. C. Smith, as available; but I soon discovered that the Governor, like some of his predecessors, had aspirations for the United States Senate, when the time and opportunity should arrive. We then talked with less restraint of candidates in other portions of the State; and I left him with the belief that, should it become nessary to act, we could agree upon a suitable candidate. now, however, with a better knowledge of his tactics, am confident that, had Governor Morgan accepted the Treasury Department, Governor Fenton would have been a candi-

date for the vacancy. When the time came for Mr. Lincoln to supply the vacancy occasioned by the resignation of Mr. Fessenden, he took the Senate and the country by surprise in the nomination of Governor Morgan, who-so entirely had I failed to prepare him for the eventwas quite as much surprised as his colleagues. Governor Morgan, as soon as he could leave his seat, went over to the White House, and informed the President that he must decline the appointment. He consented, however, to leave the matter over two or three days, giving both himself and the President time for consideration. I returned immediately to Washington, and after a long interview with Governor Morgan, was constrained to report his persistent declination to the President. I failed, however, as I then and now believe, to ascertain what were Governor Morgan's real reasons for refusing the Treasury Department. Upon reporting that failure to Mr. Lincoln, he said:-"That is very awkward, but we must look elsewhere for a Secretary. Who is your next man?" I replied that I was too much mortified by this miss fire to try again. Mr. Lincoln said:-"I am disappointed, for I thought Governor Morgan would be willing to help us 'run the machine; but I had two other men in my mind. What do you say to Mr. McCulloch or Mr. Hooper?" I replied that I had a high appreciation of the character and services of both gentlemen, but that I was personally almost unknown to them; that Mr. McCulloch had been brought to Washington by Secretary Chase, and might be fairly supposed to have imbibed his views and impressions; and that I had no reason to believe that Mr. Hooper sympathized with Governor Seward or his friends. Mr. Lincoln laughingly remarked that he supposed I could not forget how Massachusetts disappointed me at Chicago;

"I have thought of that too," said Mr. Lincoln; "but will it do to have so long an interregnum?" I remarked that I thought Mr. Chandler, the Assistant Secretary, capable and trustworthy. "True," said Mr. Lin-coln, "we know that here; but will it do to let the Finance Department, on which so much depends, be run by deputy?" I then spoke of Senator Foster. "An excellent spoke of Senator Foster. man," said Mr. Lincoln, "and one whom I would readily appoint if Connecticut were large enough to be entitled to two members of the Cabinet." I finally suggested Mr. Hamlin. "Hamlin," said Mr. Lincoln, "has the Senate on the brain, and nothing more or less will cure him." And then I gave it up; and Mr. Lincoln said, "Let us fall back on Mr. McCulloch, who now seems most available;" adding that he would hold the question open for two or three days, giving me time to confer as freely and frequently as

adding, it was hard for Governor Seward to

be crowded out by a new man. And then he renewed his request for me to name a man. I then said: - "Why not call Mr. Adams home?"

I desired with that gentleman. I found myself not a little embarrassed on my way, one Sunday morning, to the residence of Mr. McCulloch. The idea of establishing relations with that gentleman, "on compulsion," seemed like seeking knowledge

under difficulties. These difficulties, however, disappeared by degrees, as our conversation proceeded. There were two elements in the character of Mr. McCulloch on which, per se, I was disposed to rely. He had Scotch blood in his veins, and had been in politics

a Whig. This may be a proper occasion to say that, during my whole political life, in all similar conversations in reference to important political interests, I never asked or intimated a desire to receive, directly or indirectly, anything in the shape of a pledge or a promise; nor have I ever, in reference to such things, regarded a man from whom such pledges or promises, were required or who was capable of giving them, worthy of confidence or respect. After Mr. Lincoln's first election as President, he invited me to Springfield, where I passed two days with him in free consultation about the great questions upon which he would be called to act. Mr. Lincoln was frank and unrestrained, evidently inviting corresponding frankness and freedom on my part. His Cabinet, his inaugural, his policy, etc. etc., were fully discussed; and when I was about to take my leave, Mr. Lincoln inquired playfully if I had not forgotten something, adding, after a moment's pause, "You have not asked for any offices." replied that when the proper time arrived I should probably, like hosts of other friends, ask for such favors. "But," said Mr. Lincoln, "you have the reputation of taking time by the forelock. I was warned to be on my guard against you; and the joke of the matter is, that those who gave the warning are after offices themselves, while you have

avoided the subject." But going back to Mr. McCulloch. My interviews with that gentleman, if pro-tracted, were made so by his intelligent, right-minded, and straightforward expression of views and opinions. If, in going to Mr. McCulloch, I had something of the feeling of "Toots" in calling on "Captain Cuttle" for the "favor of his friendship," I left him with a strong feeling of regard and confidence, and so reported to Mr. Lincoln, who immediately sent his name to the Senate-a step which neither Mr. Lincoln nor the people have had any occasion to regret. On the contrary, Mr. McCulloch proved himself an enlightened, independent, and upright Secretary of the Treasury. To the friends whom I represented he was just and faithful. To myself, who was frequently compelled to occupy his time and attention, he was uniformly courteous and patient-always granting what was proper and in his power to grant, and never refusing without a good reason and in a friendly spirit. All my recol-lections of Mr. McCulloch in his department -the only place, I am sorry to say, that I ever met him-are pleasant ones.

PATENTS. ATE M T

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Shingle Roofs without removing the shingles, thus avoid
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HAILROAD LINES.

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

FROM WALNUT STRENT WHARF.

At 680 A. M., via Camden and Amboy Accom... 19 20 At 8 A. M., via Camden and Amboy Express... 8 00 At 2 P. M., via Camden and Amboy Express... 8 00 E 6 P. M., for Amboy and intermediate stations. At 6 30 and 8 A. M. and 9 P. M., for Freehold.

At 8 A. M. and 9 P. M., for Long Branch and points cn R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 8 3 30, and 4 30 P. M., for Trenton. Trenton.
At 630, 6, 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., 13 M., 830, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 1130 P. M. line leaves Market Street Ferry, (upper side).

At 730 A. M., 230, 830, and 5 P. M. for Trenton and Bristol, and 1045 A. M. and 6 P. M. for Bristol.
At 730 A. M., 230 and 5 P. M. for Morrisville and Tullytown.

Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

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 10:45 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, PROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, §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 19 P. M., At 7, 9:80, and 11 A. M., 4, 6:45, and 12 P. M., for

At 12 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINE: At 7'30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

tain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

Scranton, Stroudsburg, Water Gap, Schooley's Moun-

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 Medford. Medford.

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

and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9.95, 19, 11, 12 A. M., 1, 2, 3½, 3½, 4.05, 4.35, 5, 5%, 6, 6½, 7, 8, 9.20, 10, 11, 12 P. M. P. M.

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

P. M. Leave Germantown at 8:15 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, 920, and 11 F. M.

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

ON SUNDAYS.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 10 05, and 11% P. M.

Leave Norristown at 540, 625, 7, 7%, 8 50, and 11

A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogret's Potts' Landing, Doming, or Schur's land 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,

at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown at 7 A. M., 1,5%, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%,
3, 4, 4%, 5%, 6%, 8 05, 10 05, and 11 ½ P. M.
Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and
11% A. M., 2, 3%, 5, 6%, 8 30, and 10 P. M.
ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia at 9 A. M., 1%, 6, and 9% P. M.
PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner
BERKS and AMERICAN Streets, (Sundays ex-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 9:46 A. M. (Express) for Bethlehem, Raston, 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, and Hazleton.

At 5:00 P. M. for Bethlehem, Easton, 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 11:50 P. M.

11 50 P. M.
For Abington at 1 15, 5 20, and S. P. M.
For Lansdale at 6 20 P. M.
Fifth and Sixth Streets, Second and Third Streets,

and Union City Passenger Railways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2-15, 4-40, and 8-25 P.M. From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M. From Lansdale at 7-30 A. M., 4-30 and 7-05 P. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2:35, 6:45, and 9:20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. 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.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

gton avenue—For PORT DEPOSIT at 7 A. M. and 4-30 P. M. For OXFORD, at 7 A. M., 430 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. at 7 A. M., 10 A. M., 230 P. M., 430 P. 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 430 P.
M., leaving Oxford at 665 A. M., and leaving Port
Deposit at 925 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore.
OXFORD at 6.05 A. M., 10.35 A. M., and 5.30 P. M., CHADD'S FORD at 7.26 A. M., 12.00 M., 1.39 P. M., 4.45 P. M., and 6.49 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Superintendent.

RAILROAD LINES.

READING RAILROAD.-GREAT THUNK LINE It from Philadelphia to the interior of Pennsyl-rania, the Schuyikili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Of Passenger Trains, December 20, 1869,
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPIRESS.
At 8:18 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Fails, Bufalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc. WINTER ARRANGEMENT

whitesbaire, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc., The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:18 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-35 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Potistown 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 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.

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 2-2 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. delphia at 6-35 P. M.
Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-16 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passenger car attached, leaves 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 Philadel

All the above trains run dally, Sundays excepted.
Sunday trains leave Pottaville at S A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for ading at S A. M.; returning from Reading at 4 2 CHESTER VALLEY RAILROAD.

his and all way stations.

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., 12:35 and 5:15 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

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

COLEBROOKDALE RAILROAD.

Passengers for Mr. Pleasunt and intermediate points. COLEBROOKDALE RAILROAD,
Passengers for Mt. Pleasant 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.

A. M.
NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leaves New York at 9 A. M. and 5-00 P. M.,
passing Reading at 1-45 and 10-05 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.

more, etc.

Returning Express train leaves Harrisburg on arrival 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 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without mange.

Anall train for New York leaves Harrisburg at 5:10 A. M. and 2:05 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

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 8:58 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., and from TICKETS.

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

and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation 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. Nicolis, General Superintendent. Reading. Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52 50 each, for families and

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

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

EXCURSION TICKETS from Philadelphia to principal stations, good for Setarday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and points beyond.

points beyond.

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

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969. AFTER 8 P. M. SUNPAY, 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 Walnut streets cars run within one square of the Depot.

cars run within one square of the Depet.
Sieeping-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 No. 901 Chesnut street, or No. 116 Market street, will receive attention. teceive attention, TRAINS LEAVE &POT, VIE :--

Rile Mail and Pittsburg Express. 945 P. M. Accommodation. 12°11 A. M. Pacific Express. 12°00 night.

Eric Mail leaves daily, except. Sunday, running on saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

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

Parkesburg Train.....9-10 A

by special contract EDWARD H. WILLIAMS,

General Superintendent, Altoons, I

RAILROAD LINES.

PHILAPELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, APRIL 4, 1870.
Trains will leave Depot, corner of Broad street
and Washington avonue, as follows:—
Way Mail Train as each A. M. (Sundays expented). Way Mail Train at 8:30 A. M. (Sundays excepted), or Railimore, stopping at all regular stations.
Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at calligners with Wesseless and Beasternak Park. at calisbury with Wicomico and Pocomoke Rail-

Express Train at 12 M. (Sundays excepted), for Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington. Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Bantimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newaik, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Run.

Night Express at 11:30 P. M. (Paily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 12:00 M, train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11-90 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. train connec s with Delaware kailroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Faliadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00

Trains leaving Wilmington at 6:46 A. M. and 4:90 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 7:46 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 Magnolla, Perryn an's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823

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.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:—
FROM PHILADELPHIA.
645 A. M., for B. C. Junction, stops at all stations.
715 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 340 A. M. for West Chester stops at all stations.

11-50 A. M. for West Chester stops at all stations.
11-50 A. M. for B. C. Junction stops at all stations.
12-30 P. M. for West chester stops at all stations.
14-15 P. M. for B. C. Junction stops at all stations.
14-15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 20 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all

stations.
6-25 P. M. for West Chester stops at all stations.
11-30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
6-25 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, Port Deposit and all stations on the P. & B. C. Port Deposit, and all stations on the P. & B. C.

15 A. M. from B. C. Junction stops at all stations. S-16 A. M. from B. C. Junction stops at all stations.
 10-00 A. M. from West Chester stops at all stations.
 105 P. M. from B. C. Junction stops at all stations.
 105 P. M. from West Chester stops at all stations.
 455 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.
 connecting at B. C. Junction with P. & B. C. R. R.
 connecting at B. C. Junction with P. & B. C. R. R.
 C. J. Lunction With P. & B. C. R. R. 9:00 P. M. from B. C. Junction. This train com-mences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,

ON SUNDAYS, 8-05 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2-30 P. M. for West Chester stops at all stations. 7-30 A. M. from West Chester stops at all stations. 450 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER Sup't.

DHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.
MAIL TRAIN leaves Philadelphia -

MAIL TRAIN leaves Philadelphia
"Williamsport - 7-40 A. M.
ERIE EXPRESS leaves Philadelphia 11-40 A. M.
"Williamsport - 10-00 A. M.
ELMIRA MAIL leaves Philadelphia - 7-50 A. M.
"Williamsport - 7-50 A. M.
"Williamsport - 7-20 P. M.
ELMIRA MAIL leaves Philadelphia - 7-20 P. M.

"RASTWARD.

"RASTWARD.

** arrives at Lock Haven 7-20 P. M. EASTWARD.

MAIL TRAIN leaves Erie - - 8-40 A. M. Wilbiamsport - 9-25 P. M. Arrives at Philadelphia 6-20 A. M. Williamsport 3-30 A. M. Williamsport 3-30 A. M. Arrives at Philadelphia 12-45 P. M. Williamsport 9-46 A. M. Williamsport 9-46 A. M. Arrives at Philadelphia 6-50 P. M. BUFFALO EXP. leaves Williamsport 12-25 A. M. Arrives at Philadelphia 9-25 A. M. Arrives at Philadelphia 9-25 A. M. Express East connects at Corry, Mail East at Express East connects at Corry, Mail East at Corry and irvincton, Espress West at Irvincton, with trains of Oll Creek and Allegheny River Railroad.

ALFRED L. TYLER,

General Superintendent.

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

erry), at 8-00 A. M , Mail for Bridgeton, Salem, Millville, 8°00 A. M., Mail for Bridgeton, Salem, Miliville, Vineland, Swedesbore, and intermediate stations. 11 45 A. M., Woodbury Accommodation. 3°15 P. M., Mail for Cape May, Miliville, Vineland, and way stations below Glassbore. 3°30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

6 45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations.

EXTRA TRAIN FOR CAPE MAY.

EXTRA TREIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 A. M.

Leave Cape May 1'10 P. M.

Freight Train leaves Camden daily at 12 o'clock boon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

Communation tickets at reduced rates between Philadelphia and all stations. Philadelphia and all stations. 3 15 WM. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST. Tokets for cale, baggage
checked through to destination, and all information
turnished at

721 CHESNUT, Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi MICHAEL WEAVER. GEORGE H. S. UHLER.

WEAVER & CO., Rope and Twine Manufacturers

AND Dealers in Hemp and Ship Chandlery.

No. 29 North WATER Street, 411m No. 28 North WHARVES, Philadelphia. CORDACE.

Manilla, Sigal and Tarred Cordage, At Lowest New York Prices and Freights, EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 N. WATER St. and 22 N. DELAWARE

AUG TION SALES,"

BUNTING, DURBOROW & CO., AUCTION-BERS, No. 222 and 334 MARKET Street, corner at Back street. Successors to John B. Myers & Co. LARGE, IMPORTANT, AND ATTRACTIVE SPECIAL SALE OF GERMAN HOSIERY AND April 8, at 10 e'clock, on four months' edit, includ

figure dozen ladies' white hose.

At dozen ladies' white hose.

At dozen ladies' brown bess.

By dozen ladies' retred hose.

By dozen gents' brown half hose.

The dozen gents' mixed half hose.

The dozen children's white, brown, and mixed hose and half hose.

The dozen ladies' Lisle and Berlin gloves and half aponties.

as and half as and bertin gives and half as a document of the second series.

5.0 documents.

N. B.—We invite special attention to the above, all fresh goods, and of the most celebrated makes.

4535 LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK, AND FANCY MATTINGS, ETC.

On Friday morning,

April 8, at 11 o'clock, on four months' credit, abone 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, oil cloths, etc.

425t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Monday Morning,
April 11, at o'clock, on four months' credit. 45 56 SALE OF 2000 CASES BOOFS, SHOES, HATS, ETO.
On Tuesday Morning.
April 12, at 10 o'clock, on four months' credit. 485t THOMAS BIRCH & SON, AUCTIONEERS CHESAUT Street, rear entrance No. 1107 Sansom street.

CARD. We call particular attention to our Rale to be held at No. 1116 Chesnut street, TO MORROW MORNING, as the assortment of New and Secondhand Furniture and Carpets is very large, and comprises Furniture made by many of the best Cabinesmakers of our city; also, large and small Mirrors, Parlor Organ and Melodeon, beautifully decorated Toilet Sets, fine Mattresses, Bedding, etc.

Bale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR LIBRARY, CHAMBER AND DINING-ROOM FURNITURE. Fine Velvet, Brussels, and Ingrain Carpets, Pawor Organ, Rossowood Molodeon, Large and Small Mantel and Pier Mirjors, Six Suits of Cottage Furniture, Large and Small Bookcases and Wardrobes, Office and Library Tables, Decorated China Toilet Sets, apring and Library Tables, See, Feather Beds, Bolsters and Pillows; Silver Plated Ware, Chandeliors, Paintings and Engravings, Kitchen Furniture, Stoves, etc. etc.
On Friday Morning,
At 9 o'clock, at No. 1116 Chesnut street, will be sold the following elegant parlor and library suits, in the latest styles, covered with marcon, green and garnet plush, crimson and green reps, hair cloth, etc., with tables to match; chamber sets of newest styles, with wardrobe to match; chamber sets of newest styles, with wardrobe to match; dining-room furniture in oak and walnut, with sideboards to match.

Also, carpets, mirrors, china ware, cottage suits, chairs.

match: dining-room furniture in oak and walnut, with sideboards to match.

Alse, carpets, mirrors, china ware, cottage suits, chairs of various kinds, silver plated ware, engravings, second-hand furniture, stoves, kitches furniture, etc.

Alse, one nammeth camera box, tube, bath, patent stand and plate he ders complete.

One C. C. Harrison's camera (balf size).

Head rests, 2 dozen printing irames, negative rack, full set of background frames, bath, disbes, and complete photograph gallery.

Forty four dozen negative glasses.

CIRCULAR SAWS, ETC.

On Friday Morning.

At 9 o'clock, at the suction store, will be sold, for account of whom it may concern, 4 anti-friction circular saws, with boring machines attached.

One anti-friction circular saw for steam power.

One photograph card cutter for album work.

MARTIN BROTHERS, AUCTIONERRS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 CHESNUT Street, rear entrance from Minor. Extensive Sale at the Auction Rooms, No. 704 Chesnut

HANDSOME FURNITURE, ELEGANT FRENCH
PLATE MANTEL AND PIER MIRRORS, ROSE.
WOOD PIANO-FORTES, FINE BRURSELS, IN.
GRAIN AND OTHER CARPETS: CHINA, GLASS
AND PLATED WABE, WARDROBES, SIDE.
BOARDS, EXTENSION TABLES, GARDEN
VASES, FINE BRONZES, TERRA OOTTA PIGURES, ETC.
On Sainvalay Moveley. URES, ETC.
On Saturday Morning.
April 9, at 19 o'clock, at the auction rooms, No. 704
Chesnut street, by catalogue, an extensive assortment of
very superior Household Furniture, etc.
472t

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row). Furniture sales every Tuesday and Friday morning at 10

Clock. Particular attention paid to Out-door Sales at mode-228 A. BARLOW'S
ELEVENTH SALE OF ELEGANT FURNITURE.
On Friday Morning.
April 8, at 10 o'clock, will be offered at public sale, an elegant and superior assortment of first-class Furniture, comprising—Parlor and chamber suits, in great variety and style; wardrobes, bookcases, chairs, tables, mirrors, hair mattresses, sideboards, music stands, plano stools, cabinets, hat racks, etc., all from the manufactories of celetrated city makers and warranted in writing for ten years. Goods packed and shipped to any part of the United

States. New on exhibition, with catalogues. T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furns ture at dwellings.
Public sales of Furniture at the Anction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday. For particulars see Public Ledger. [I B N. B.—A superior class of Furniture at private sale. M. THOMAS & SONS, NOS. 189 AND 161

Personal attention given to sales of Household Furn

LIPPINCOTT, SON & CO., AUCTIONEERS, BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

IN LOUISVILLE, KY. W. GEORGE ANDERSON.

THOMAS ANDERSON & CO.

(Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusive for such vely for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats e

Thursday. Regular auction sales of dry goods, clothing, carpets, octions, etc., every Wednesday and Thursday. [3 is tim LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.—THOMAS W. SWEENEY, of Reading, in the County of Berks, and State of Pennsylvania, in the said District, a Bankrupt, who formerly carried on business in Philadelphia, Pa., under the firm name of T. W. Sweeney, Jr., said firm being composed of himself and R. Hellman and Isaac Wells, both of Minersylle, Pa., having petitioned for his discharge, a meeting of creditors will be held on the 12th day of April, A. D. 1870, at 2 o'clock P. M., before Register H. MALTZBERGER, at his office, No. 46 N. SIXTH Street, Reading, Pa., that the examination of the said bankrupt may be finished, and any business of meetings required by sections 37 or 28 of the act of Congress transacted. The Register will cartify whether the Bankrupt has conformed to nis duty. A hearing will also be had on WEDNESDAY, the 27th day of April, A. D. 1870, before the Court at Philadelphia, at 10 o'clock A. M., when and where parties in interest may show cause against the discharge.

Witness the Hon. JOHN CADWALADER, Judge of the said District Court, and the seal thereof, at Philadelphia, the 19th day of March, A. D. 1870.

Attest—H. Maltzeerger, Register.

41 t27

G. R. FOX, Clerk. ter. 41 ta7 Attest-H. MALTZBERGER, Register.

IN THE ORPHANS' COURT FOR THE CITY
AND COUNTY OF PHILADELPHIA.
Estate of ROBERTO, McLEOD, deceased.
The Auditor appointed by the Court to audit, settle, and
adjust the account of THUMAS C. McLEOD and JOHN
J. BARTHOLOMEW, Executors of the estate of ROBERT McLEOD, deceased, and to report distribution
of the balance in the hands of the accountant, will
meet the parties interested, for the purposes of his appaintment, on THURSDAY, April 7, 1870, at 4 o'clock
P. M., at his office, No. 118 South SIXTH Street (second
story), in the city of Philadelphia.
EGBERT K. NICHOLS,
3 31 thstu5t

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. RLLEN H. SMITH, by her next friend, otc., vs. JAMES D. SMITH. December Ter. 1869, No. 76. In Divorce.

To James D. Smith, the Respondent: — Please take notice that the Court has granted a rule on you to show cause why a divorce a vinculo matrimonic should not be decreed in the above case. Returnable SATURDAY, April 16, 1870, at 10 o'clock A. M., personal service having failed on account of your absence.

4 4mth4t*

Attorney for Libellant.

WORK. WIRE

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, omos cemetery and garden fences.

Liberal allowance made to Contractors, Euilder and Carpenters. All orders filled with promptness and work guaranteed. ROBERT WOOD & CO., No. 1186 RIDGE Avenue Phile.

JOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Concatoga Tio