From the London Saturday Review. It is curious to transport ourselves in imagination back to the period of early child-hood, especially if fortune should have placed us in a family of sound evangelical princi-ples, and to endeavor to recall the feelings then excited in our bosoms by the name of Sunday. Permanent amongst the associations of the day were certain sensual hanker-ings after the blessings so thankfully acknowledged in a grace of more than usual unction. The roast beef and plum-pudding seemed fully to justify an effusion which had caught some additional warmth from the discourse to which we had so lately listened. The religious observances did not all harmonize se satisfactorily with our tone of feeling. At a very early period, it is true, the infant mind is gratified with the concession of a certain in-tellectual dignity implied in the privilege of going to church. Like the emergence from petticoats to jackets, it marked a step in that upward progress which we welcomed with such blind satisfaction. But our dignity soon became rather oppressive. We took to furtive amusements under cover of a good old-fashioned pew; and our experiences of that kind were amongst the first that helped us to perceive the horrid perversity by which things in general are characterized in the world. Children do not question, unless they world. Children do not question, unless they are objectionably precedous, the formal teaching of their elders that it is somehow due to the eternal fitness of things that they should take part in ceremonies of whose meaning they have the dimmest appreciation, and should hear a venerable person talking for half an hour in language which might as well, so far as they are concerned, be so much dumbshow. It is doubtless as right as that they should learn the multiplication table, or be submitted to other hideous torments inflicted submitted to other hideons torments inflicted upon the infant world. We dare in tender years no more speculate on the general ques-tion than a cab-horse can inquire why he should be compelled to stand for hours in rain and snow, and suffer much for unknown purposes at the hands of a mysterious biped. We take the good and the evil as remained. take the good and the evil as somehow inexplicably connected, and make a note of the fact that what is right is often very unpleasant. Those dreary intervals which elapse between church time and meals are a greater perplexity to the infant mind. It accepts indeed, without hesitation, the idea that what is harmless on one day may be wicked on the next; and takes the strictest Puritanical code for granted with the ntmost readiness. But as no modern severity is unflinching enough to carry out the theory of a Jewish Sabbath in all its precision, there arises a necessity for an elaborate system of casuistry. How to draw the line between the amount of amusement which is a necessary concession to the weakness of the flesh, and that which palpably amounts to a sin, is an almost insoluble problem. A very quaint illustration of the difficulty appears in a document lately quoted by the Pall Mall Gazette. Somebody, it seems, had advertised for a set of objectionable Sunday toys for a child of fourteen months old. At that early age the years of that precocious infant have to "bear their destined freight!" A reply is made by a judicious writer setting forth a perfectly satisfactory mode of providing amusement. The recipe for avoiding sin without loss of pleasure is simple.

The parent should buy a couple of hundred wooden bricks and a Noah's ark, and with that simple machinery he may set the wiles of the tempter at defiance. The bricks are to be used after the familiar childish fashion, but in illustration of Scripture narratives. The table-cloth will do for the Lake of Galilee or for the whole of Judies, according to circumstances; the various inhabitants of the rk will enliven the scene by their presence. Slight anachronisms will of course be overlooked Thus, for example, the conversion of St. Paul was graphically represented by heaping a pile of bricks for Damascus, stretching Paul (whose part, we presume on this occasion only, was taken by Noah) on the ground by the side of a horse from the ark, and putting Shem, Ham, and Japhet to contemplate him in their habitual attitudes. A little ingenuity would doubtless be sufficient to introduce the whole strength of the company, and to find appropriate places for all the clean and unclean animals,

This is a very pretty amusement, and plenty of children would be quite capable of enjoying it. Indeed, it might perhaps be recommended to Mr. Dixon's notice as meeting in some degree the demand for a harmless and universal system of religious instruction. By changing the names of the animals the game might be arranged so as to meet the views of several different sects at once. A Jewish child, for example, could not be expected to sympathize with the conversion of St. Paul; but he might take the same scene as representing the death of Absalom, or the escape of the Israelites from Egypt, or any other portion of the sacred narrative. We simply throw out this hint by the way: but an analysis of the logical groundwork of this curious manifestation of sentiment would east a curious light upon the true British view of the day of rest. If we might venture to show the doctrines implicitly accepted into the form of distinct propositions, we should perhaps arrive at something like the following result: -In the first place, all amusement on Sunday is prima facie sinful. Cricket or football would be deadly sins, and even a quiet walk would involve a dangerous degree of tampering with the holy ordinance. However, as the writer from whom we quote forcibly remarks, "physical vitality" is not "a moral fault." A child at the age, say, of fourteen months has a certain amount of nervous energy running to waste, which cannot be altogether checked, though it must be regarded with extreme suspicion. the world could have been constructed according to the advice of these gentlemen, this inconvenience would doubtless not have occurred. Every child, even before it could speak, would have undergone, as it were, a

period of hybernation once in every seven

days; it would have been torpid except in the

intervals necessary for taking in an appropri-

ate quantity of physical and spiritual supplies.

Unluckily or otherwise, the evangelical clergy

were not consulted on that critical occasion,

and, as a natural result, we have this dis-

tressing overflow of superfluous energy. The

fountain will play in spite of all propriety,

can be sanctified. The happy solution pro-

vided by a couple of hundred wooden bricks

and a Nosh's ark precisely meets the case.

The child still amuses itself, but a charm is pro-

nounced over the amusement which brings it

within the category of permitted cases. Like

the sign of the cross, it banishes by its myste-

rious efficacy the evil spirits which might

otherwise be supposed to haunt the wooden

bricks and animals. If Noah was called Sin-

bad, and the bricks represented the city of

Bardad instead of the Tower of Babel, the child would go through a performance pro-

ductive of precisely the same effect upon its

moral and intellectual nature; but the occurrence of names connected with Jewish history

and the difficult question occurs of

is sufficient to change the whole religious aspect of the performance. The correct stamp is placed upon the coin, and it passes current immediately; or, as we might rather say, the child is provided with a sacred amulet which enables it to breathe without danger which enables it to the world say anything which might cut off from any poor innocent of fourteen months, or under, its chance of escape from the austere monotonies of a Puritan Sunday; but we hope that the parents have considered the objection that some profanity might possibly arise from this mode of playing with sacred things. There are some scenes and persons in the Bible which, we confess, we should not like to see represented by a child of ours with the help of wooden bricks and Noah's arks. But it is an old observation that there is a very close connection between superstition and profanity.

Not to dwell upon this, the invention

strikes us as very ingenious, and capable of a strikes us as very ingenious, and capable of a much wider application than the original contriver may have imagined. Older persons may take a hint as to the best way of quieting their consciences. Amusement is wrong on Sunday, and should be sternly put down. A man who would be guilty of playing a game or looking at a picture would be as bad as a drunkard or a thief. But let him associate his amusement with the Scriptures, and the whole state of the cases will be altered. The directors of the the case will be altered. The directors of the Crystal Palace Company should add to their collections a few wax figures representing the ancient Jews, they should have a panorama of the Holy Land and declare that their garden is laid out in exact imitation of the Garden of Eden, and they might boldly appeal to the religious world to allow them to open their doors on Sunday. Even the theatres might contrive a dramatic representation of some scenes in Old Testament history; and a circus which is fortunate enough to possess a camel might immediately declare its readiness to illustrate the passage of the desert. The principle would be identical, and in a very short time all our population might be amusing itself without committing any offence against Sabbatarianism. When people are so clever at cheating themselves for the pleasure of their children, they might contrive to do a little self-deception for the benefit of their poorer fellow-countrymen. For ourselves, we must confess that the proceeding is not altogether pleasant to contemplate. The particular absurdity which we have selected is almost too trifling for notice, but it is a petty indication of a very widespread temper of mind. In the stern old Puritan conception of the Sunday there was at least a certain grandeur. It was cruelly hard upon the children, and many of us remember those days of enforced and dreary id a with greater bitterness than is due to conscious causes of vexation. But if it tended to sour men's minds, it did not tend to make them mean. The religious spirit indicated was narrow, but it was capable of exercising a mighty influence and forming strong characters; nor would any reasonable man speak slightingly of the benefits, mixed as they are with many evils, which result from the English respect for Sunday. Be this as it may, the superstitions pettifogging of the bigoted school is the greatest source of danger to the whole institution. It is really lamentable to think how many children have this sort of nonsense instilled into them from their earliest years; they are taught, on the one hand, that all innocent amusements become wicked on a Sunday, and on the other, that by a

skilful bit of legerdemain they may get the pleasure without the sin. It is difficult to conceive a training more likely to result in a kappy combination of bigotry and hypocrisy. It enables a clever lad to eat his cake so long as it is sugared over with a transparent coating of religious platitude, and to believe that everybody who takes it without is on the high road to perdition. If people would bring themselves to admit frankly that some amusement is necessary and desirable for human beings even on Sunday, they would do more to preserve its vitality than by any quantity of special pleading; they would enable children to believe that religious observances are not of necessity a weariness to the flesh; and, above all, they would run less risk of converting them into premature hypocrites. No sight in the world is more melancholy than a child who has already learnt the art of systematically cheat-

ing his own conscience. STOVES, RANGES, ETC. THOMSON'S LONDON KITCHENER THOMSON'S LONDON RITCHES ELS or EUROPEAN RANGE, for families, hotels, or FUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERE YF SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Lowdown Grates, Firaboard Stoves, Bath Boilers, Stewhole Plates, Boilers, Cooking Stoves, etc.

EDGAR L. THOMSON,
Successor to SHARPE & THOMSON,
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OTTON SAIL DUCK AND CANVAS,

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RAILROAD LINES.

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

FROM WALNUT STARRT WHARP.

At \$50 A. M., via Camden and Amboy Accom...\$726
At \$ P. M., via Camden and Amboy Express.... \$700
At \$ P. M., via Camden and Amboy Express.... \$700
At \$ P. M., for Amboy and intermediate stations.
At \$ 95 and \$ A. M. and \$ P. M., for Freehold.

At \$ A. M. and \$ P. M., for Long Branch and points on R. and D. B. R. R.

At \$ and 10 A. M., 12 M., \$, \$70, and 4 70 P. M., for Trenton.

Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Barlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Paimyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Perry, (upper side).

At 7:30 A. M., 2:30, 2:30, 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 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 10:45 A. M., 2:30, 4, 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 7:20 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and Intermediate stations.
PROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 7, 2:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 2:3:25.

At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:30, 4, 6:45, and 12 P. M., At 7, 9:80, and 11 A. M., 4, 6:45, and 19 P. M., for

At 19 P. M. (Night), for Mosrisville, Tullyiewn, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-80 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, Bufalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bond, Montrose, Wikesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain etc.

Scranton, Strondsburg, Water Gap, Schooley's Mountain, etc.

A 7-30 A. M. and 3-90 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3-50 P. M. Line
connects direct with the train leaving Easton for
Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

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

Medford.
At 7 and 10 A. M., 1, 2-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 8-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown,
William H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE,

On and after MONDAY, Nov. 92, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 95, 19, 11, 12 A. M.,

1, 2, 3½, 3½, 4 05, 4 25, 5, 5½, 6, 6½, 7, 8, 9 20, 10, 11, 12

P. M. P. M.
Leave Germantown at 6, 6 55, 7%, 8, 8 20, 9, 10, 10 50, 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% Leave Germantown at S15 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, 9-20, 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 10-60 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:46, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 8, and 11:05 A. M., 1%, 8, 4, 4%, 5%, 6%, 5:05, 10:05, and 11%, P. M.
Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11
A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAL'S.

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

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8 05, 10 05, and 11% P. M.

Leave Manayunk at 6 10, 6 55, 7%, 8 10, 9 20, and 11% A. M., 2, 8%, 5, 6%, 8 30, and 10 P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia at 7% 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 LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK BUTFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF

GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1862.

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

At 800 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, Cieveland, Chicago, San Francisco, and all points in the Great West.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk. Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Easex Railroads, At 146 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston and Hazleton, At 500 P. M. for Bethlehem, Easton, Allentown,

At 5'60 P. M. for Bethlehem, Easton, Allentown, For Port Washington at 7:30 and 10:45 A. M., and

For Fort Washington at 7:30 and 16:45 A. M., and 11:30 P. M. 11:30 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For I anadale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2-15, 4-49, and 8-35 P.M. From Doylestown at 8-35 A. M., 4-50 and 7-05 P. M. From Lansdale at 7-30 A. M., 4-50 and 7-05 P. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 235, 536, and 2-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 2-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Ource No. 1988. FUFFH Street.

Mann's North Pennsylvania Street.
Onice, No. 198 S. FIFTH Street.
ELLIS CLARK, Agent THE PHILADELPHIA AND BALTIMORE CEN-

TRAL RAILRO AD, 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-

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 Train leaving Philadelphia at 7 A. M. connects at

Train leaving Philadelphia at 1 A. M. connects at Fort Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. leaving Oxford at 6 C5 A. M., and leaving Part Deposit at 9 25 A. M., connect at Chand's Ford Junetion with WILMINGTON & READING R. R. 42 THE PHILADELPHIA AND BALTIMORE CEN-

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILHOAD 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 6-95 A, M., 19-35 A, M., and 5-30 P, M., CHADD'S FORD at 7-26 A, M., 12-99 M., 1-3-9 P, M., 4-35 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 collars unless a special contract is made for the same. HENRY WOOD, General Superintendent,

RAILROAD LINES. RADING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas

Others 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 9-35 P. M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Niagara Falls, Burnlo, Wilkesbarre, Pittston, York, Carliele, Chambersburg, Hagerstown, etc. WINTER ARRANGEMENT

90 AND 1 1 VIVI

Hagerstown, etc.
The 730 A. M. train connects at READING with The 730 A. M. train connects at READING with Rast Pennsylvania Haliroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawisse Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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

APTERNOON EXPRESS.

Leaves Philsdelphis at \$50 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 910 A. M. Keturning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 540 A. M. and Reading at 130 A. M., stopping at all way stations; arrives in Philadelphia at 1020 A. M.

Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 8-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.
Harrisburg Accommodation leaves Reading at
7-15 A. M. and Harrisburg at 4-10 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6-35 P. M., arriving in Philadelphia at 9-25 P. M.
Market train, with a passenger cay attaches.

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

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

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

Passengers for Schwenksville take 7 50 A. M., 12 50 and 4 00 F. 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 Perklomen 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 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 500 P. M.,
passing Reading at 145 and 1005 P. M.,
and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains
for Pittsburg, Chicago, Williamsport, Elmira, Baitlmore, etc.

for Pittsburg, Chicago, Williamsport, Elmira, Haltimore, etc.

Returning Express train leaves Harrisburg on arrival of Penusyivania 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 ohange.

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

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M., and 6:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

ay only, are sold at Reading and intermediate sta-tions by Reading and Potstown 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 peints desired, for families

and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.00 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-duced rates.

duced rates.

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

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

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

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

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

BAGGAGE — Dungan's Express will collect baggare for all trains leaving Philadelphia Depot

gage for all trains leaving Phiadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets

DENNSYLVANIA CENTRAL RAILROAD

AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet, Sleeping-car tickets can be had on ap

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. 201 Chesnut Street, or No. 116 Market street, will receive attenti TRAINS LEAVE EPOT, VIL :-

Mail Train 800 A. M., 110 and 650 P. M Paoil Accommodat'n 10-30 A. M., 1-10 and 6-50 Fast Line and Eric Express 11-50 Harrisburg Accommodation 230 Lancaster Accommedation...... Parkesburg Train 520 P. M.
Cincinnati Express 860 P. M.
Etle Mail and Pittsburg Express 945 P. M.
Accommodation 12:11 A. M.
Pacific Express 12:00 night.
Erle 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 Sanday.

daily, except Esturosy.

cept Sunday.

The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be proexcept Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 THAINS ARRIVE AT BEFOR, VIZ. : Cincinnati Express. 3-10 A. M.
Philadelphia Express. 6-30 A. M.
Eric Mail. 6-30 A. M.
Paoli Accommodation, 8-20 A. M., 3-40 and 6-25 P. M. 
 Parkesburg Train
 9-10 A. M.

 Fast Line
 9-40 A. M.

 Lancaster Train
 12-55 P. M.
 Erie Express 12.55 P.
Southern Express 7.00 P.
Lock Haven and Elmira Express 7.00 P.

Lock Haven and Eimira Express. 700 P. M.
Pacific Express. 426 P. M.
Harrisburk Accommodation. 9-50 P. M.
For further information, apply to
JOHN F. VANLEER, Ja., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK; Ticket Agent,
No. 116 MARKET Street.
SAMURI. H. WALLACE,
Ticket Agent at the Depot.
The Peonsylvania Railrond Company will not assume any risk for Beggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Beggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract BDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

RAILROAD LINES .;

TIMORE RAILROAD.—
TIMORE RAILROAD.—
TIMORE RAILROAD.—
TIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, APRIL 4, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A M. (Sundaysexcepted), for Battimore, stepping at all regular statious. Connecting at Wilmington with Felaware 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 callsbury with Wicomico and Pocomoke Railroad.

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

Express Train at A.P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thuriow, Linweed, Claymont, Wilmington, Newport, Stanton. News.k, Eleten, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run.

Might Express at 11-30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, timwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-00 A. M., 2-36, 5-00, and Express Train at 12 M. (Sundays excepted), for

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connec s with Delaware hailroad for Harrington and intermediate stations

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. 1 ho 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 0:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:40 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

tral Raiiroad.
From Baltimore to Philadelphia.—Loave Baltimore 7-26 A. M., Way Mail; 7-40 A. M., Express; 2-36 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryuan's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Stanton, Newport, Willington, Claymont, Innwood, 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.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:
FROM PHILADELPHIA.
645 A. M., for B. C. Junction, stops at all stations.
7-15 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.
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 West Chester stops at all stations.
4-15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C.

of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennetz, Port Deposit, and all stations on the P. & B. C. R. R. Se P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

555 P. M. for West Chester stops at all stations. 11 So P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations.
6-30 A. M. from West Chester stops at all stations.
7-30 A. M. from West Chester stops at all stations between W C and Media (except Greenwood), convecting at B. C. Junction for the fore Kennett Kennett necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

R. R. 15 A. M. from B. C. Junction stops at all stations. 8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-55 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 B. C. Junction with P. & B. C. R. R.
6-60 P. M. from B. C. Junction with P. & B. C. R. R.

connecting at B. C. Junction with P. & B. C. R. R.
9-60 P. M. from B. C. Junction. This train commences running on and after June 1st, 1s70, stopping at all stations.

ON SUNDAYS,
8-05 A. M. for West Chester atops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9-30 P. M. for West Chester stops at all stations,
1-50 A. M. from West Chester stops at all stations,
4-50 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER Sup's, W. C. WHEELER Sup't.

DHILADELPHIA AND ERIB RAILROAD. The trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport - 8-20 P. M.

ERIF EXPRESS leaves Philadelphia 1149 A. M.

Williamsport - 9-00 P. M.

arrives at Erie - 10-00 A. M.

ELMIRA MAIL leaves Philadelphia - 7-50 A. M.

Williamsport - 8-00 P. M.

ELMIRA MAIL leaves Philadelphia - 7-50 A. M.

Williamsport - 8-00 P. M. " Williamsport 6:00 P. M.
arrives at Lock Haven 7:20 P. M. MAIL TRAIN leaves Erie - 840 A. M.

Williamsport - 925 P. M.

arrives at Palladelphia 620 A. M.

10 P. M.

11 Arrives at Palladelphia 620 A. M.

ERIE EXPRESS leaves Erie - 4 00 P. M.

Williamsport 3:30 A. M.

arrives at Philadelphia 12 40 P. M.

arrives at Philadelphia 12 40 P. M. ELMIRA MAIL leaves Leck Haven - 8:00 A. M.
Williamsport 9 46 A. M.
arrives at Philadelphia 6:50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 5:21 A. M.
arrives at Philadelphia 9:25 A. M.

Express East connects at Corry, Mail East at Corry and irvincton, Espress West at Trvincton, with trains of Oil 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

Leave Prinadesphia, foot of market street (upper ferry), at 8-00 A.M., Mail for Bridgeton, Salem, Millville, Vinciand, Swedesboro, and Intermediate stations. 11 45 A.M., Wordbury Accommodation. 11 45 P.M., Mail for Cape May, Millville, Vinciand, and way stations below Glassboro. 3-30 P.M., Passenger for Bringeton, Salem, Swedesboro, and intermediate stations. 6 45 P.M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 co A. M.

Leave Cape May 1-10 P. M.

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

Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations.

3 16 WM. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL NEW ORLEANS, MEMPHIS, NASHVILLE, AT-LANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, OHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST, Tickets for sale, baggage checked through to destination, and all information formished at

721 OHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphi

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TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light, and profitable. Persons of either ser easily earn from five to 85 per evening, and a proportional sum by devoting their whole time to the business. Boys and gir's earn bearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer:—To such as are not well satisfied, we will send \$1 to pay for the troatle of writing. Full particulars, a valuable sample, which will do to commence work on, and a copy of The Popple's Literary Companion—one of the largest and best family newspapers published—all sent free by mail Reader, if you want permanent, profitable work, addres R. O ALLEN & CO., Sugusta, Maine

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A BSOLUTE DIVORCES LEGALLY OB-tained in New York, Indiana Illino's, and other States, for persons from any State or Country, legal every, where; desertion, drunkenness, non-so-pourt, etc., suffi-cient cause; no publicity; no charge until divorce ob-tained. Advice free. Business exists the different years Address. M. HOUSE, attorney, 5 21 3m No. 78 NASSAU Street, New York Oily

AUD FION SALES

M. THOMAS & SONS, NOS. 189 AND 161 Agril 12, at 12 o'clock, noon, at the Exchange, will in inde:—
SPRUCE, No. 534 — Valuable Residence.
LUMBARD, No. 1434 — Modern Dwelling.
BRIDGE, No. 3111 — Modern Residence.
THOMPSON and BUCKIUS, Bridesburg—Seven New

Dwellings.
SEVENTEENTH (South), No. 238—Genteel Dwelling.
SEVENTEENTH (South), No. 238—Genteel Dwelling.
PINE, No. 512—Valuable Residence.
LOMBARD, No. 515—Brick Storehouse.
BARING, No. 5106—Genteel Dwelling.
FORTIETH (North), No. 53—Modern Residence.
CLINTON, No. 1016—Modern Residence.
SIXTEENTH (Eouth), Nos. 909, 911, and 913—Three
Brick Dwellings.

SINTEPNIH (South), Nos. 909, 814, and 913—Thros Brick Dwellings.

CARPENTER, No. 1519—Genteel Dwelling, GROUND RENT—\$48 a year.

LOMBARD, NO. 2529—Genteel Dwelling.

NINTH, below Cantrell—Genteel Dwelling.

PINE, No. 4117—Modern Residence.

CALLOWHILL, No. 253—Four-story Brick Dwelling.

LOMBARD, No. 1835—Store and Dwelling.

SANSOM, No. 253—Desirable Dwelling.

SANSOM, No. 253—Genteel Dwelling.

FINE, No. 263—Modern Residence.

FORTY-FIRST AND WALNUT, S. E., corner—Large.

Lot, 250 by 176. ot, 250 by 176. CAMAC, No. 1231 - Modern Dwelling. COLLEGE AVENUE, east of Twenty-first - Modera

Residence.
SIXTH, No. 2409 (North)—Genteel Dwelling.
SIXTH, No. 2409 (North)—Genteel Dwelling.
SIXTH, No. 1631—Genteel Dwelling.
SIXTH, No. 1631—Genteel Dwelling.
SIXTH, No. 1680 (North)—Brick Dwelling.
Sahares Pittsburg, Cincinnati, and St. Louis Railroad.
Sahares Franklin Fire Insurance Co.
Sahares Franklin Fire Insurance Co.
Sahares Susquehansa Canal Co.
Sahares Susquehansa Canal Co.
Sahares Corn Exchange National Bank.
Pew No. 27 middle aisle St. Mark's Church.
Catalogues now ready.

48 St

BUNTING, DURBOROW & CO., AUCTION BEERS, Non. 221 and 224 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOFS, SHOES, HATS, ETO. On Tuesday Morning, April 12, at 16 o'clock, on four months' credit. 4656 LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS, On Thursday morning, April 14, at 10 o'clock, on four months' credit. 485a

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE RED CHECK, AND FANCY MATTINGS, ETC. On Friday morning, April 15, at 11 c'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, oil cloths, etc. 49 5t

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row). Furniture sales every Tuesday and Friday morning at 10 o'clock.
Particular attention paid to Out-door Sales at mode-

A. BARLOW'S
THIRTEENTH SALE OF ELEGANT FURNITURE.
On Tuesday Morning.
April 12, at 10 e clock, will be offered at public sale, an elegant and superior assertment of first-class Eurniture, comprising—Parlor and chamber suits, in great variety and style; wardrobes, bookcases, chairs, tables, mirrors, hair mattresses, sidebeards, music atands, plane stools, cabinets, hat racks, etc., all from the manufactories of celel rated city makers and warranted in writing for ten years. Goods packed and shipped to any part of the United

States. Catalogues ready on Monday morning. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESAUT Street, rear entrance No. 1107 Sausom street,

BANKRUPT SALE.

STOCK OF FINE BARNSLEY AND LOOM TABLE DAMASK. MARSHILLES AND TOILET QUILTS, Fine Cashmere Loog and Square Shawis, Sheeting and Pillow-Case Linens. Tawelling in great variety, Table Cloths. Naphirs, Doyles, etc.; Ladies' and Gents' Handker, hiefs, Knit Shirts, Hosiery, Lineu Shirting and Bo-

April 11 and 12 at 10 o'clock each day, at 1110 Chesnut street, will be sold in quantities to suit, an assortment of fine table and bed linens: Cashmere shawls; towelling in grest variety; napkins, doylies, randkerchiefs, hosiery, shirt bosons: Turkey red. bed quilts, crash, etc.

The goods can be examined on the morning of sale.

SALE OF A PRIVATE COLLECTION OF GOLD.
SILVER, AND COPPER COINS AND MEDALS.
On Tuesday Afternoon,
April 19. at half-past 3 o'clock, at the auction store, will be sold, a private collection of gold, silver, and copper coins and medals, including a choice variety of rare and valuable United States pattern picoss.
Ostatogues now ready at the auction store.

4924 MARTIN BROTHERS, AUCTIONEERS. (Lately Salesmon for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Miner.

Sale at the Auction Rooms, No. 704 Chesnut street.

HANDSOME HOUSEHOLD FURNITURE, TWO
ERENCH PLATE MANTEL VND PIRR MIRRORS,
PlaNO-FORTE, FIBEPROOF SAVES, Handsome
Waterobes, Boekcases, Parier Snits, Chamber Snits,
Derks and Office Furniture, Plated Ware, Fanny
Goode, Fine Brussels, Ingrain and Other Carjets; Mattresses. Beds and B-cding, Cutlery, Bronze and Gilt
Chambellers, Walnut Doors, Centre and Bouquet Tables, Etc.

On Wednesday Morring,
April 13, at 10 o'clock, at the Auction Rooms, No. 704
Chesnut street, by catalogue, in extensive assortment of
superior Household Furniture, etc.

4 11 2t PEREMPTORY SALE OF A COLLECTION OF FINE MODERN OIL PAINTINGS.

MODERN OIL PAINTINGS.
Of Toursday Morning and Evening.
At the Auction Rooms, No. 764 Chesnut street, without reserve, a Collection of Oil Paintings, embracing many pleasing subjects, by popular artists, from private collections.

Also, a set of fine Engravings illustrative of the wars of Also, a set of fine Engravings illustrative of the wars of Alexander the Great.

Administrator's Peremptory Sale at the Auction Rooms.

No. 704 Chesnut street.

STOCK VERY FINE DIAMOND JEWELRY, FINE GOLD AND SILVER WATCHES OF EVERY QUALITY AND DESCRIPTION HIGH COST WATCHES, OPERA GLASSES, CAMELS' HAIR SHAWL AND OTHER GOODS, ELEGANT SHOW. OASES, ETC.

April 15, at 10% o'clock, at the Auction Rooms, No. 704 Chessiut street.

Chesaut street.
Particulars hereafter. A. MCCLELLAND, AUCTIONEER. No. 1219 CHESNUT STREET.

Personal sitention given to sales of Household Furns Public sales of Furniture at the Auction Rooms, No. 1219 C HESNUT Street, every Econday and Thursday. For particulars see Public Ledger. [1 12] N. H.—A superior class of Furniture at private sale.

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No. 250 MARKET Street, corner of Bank street.
Cash advanced on consistenments without crira charge.

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Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for anction or private sales.
Regular auction sales of boots, shees, and hats every
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Regular nuction sales of dry goods, clothing, carpets
bottoms, etc., every Wednesday and Thursday. [3 is 6m] DRUGS, PAINTS, FTO.

ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE Sts., PHILADELPHIA,

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WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC. AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS.

Dealers and consumers supplied at lowest prices for cash.

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DI EING AND SOOURING. JOSEPH ME OTTET.

RLEVE DE PARIS,
FRENCH STEAM DVEING AND SCOURING,
On any kind of Wearing Apparel, for Ladies, Gonts, and
Children. Patent apparatus for Stretching Pants from
one to five inches

No. 209 S. NINTH Street, TOHN FARNUM & CO., COMMISSION MER, No. 253 CHEENUT Street, Philadelphia Constitute of which