THE DALLY STREET, TRUESMAND OF BUILDING WILLIAM WILLIAM TO SERVER A PROPERTY OF THE PROPERTY O

and Rossini.

Comic operas, as a rule, are not long-lived, and the Figure of Mozart, now about ninety years of age, and the Figure of Rossini, about thirty years its junior, are the two great exceptions. With the English the comic element in music never had any abiding stay, and all that rendered the vernacular versions of the two Figures at Old Covent GarJen piquant and of interest has departed. The adaptations were great cruelties, for the light, lively, and strictly comis portions of these two operas were rejected and cut out. The late Sir Henry Bishop imagined he could be more playful and spirited than Mozart, and compose a better bravura than Rossini; but his excisions, however extraordinary, and his additions and supposed amendments, however uncommon and meritorious, failed in adding ardor and enthusiasm to the work of Mozart, or more of life and gayety to the fancy of Rossini; and the only result of his labor was a rapid shortening of the comic existence on the English stage of the two greatest composers for the opera that ever flourished. Rewriting the Figures was not a more venturesome task than imitating the Freischutz of Weber, the Last Judgment of Spohr, and the St. Paul of Mendelssohn; but each and all these efforts proved to be labor in vain on the part of Sir Henry, yielding neither profit nor emolument. The plot of the "Figaro" married, different

as much from the plot of the marrying "Figaro," as the genius and capabilities of the two composers. There is no real feeling and no intensity of thought in any one scene in Figure the Barber, and we much question whether the constant up and alive-the unbroken sparkle and effervescence—the utter absence of every point of repose, or any opening for serious or even sentimental coloring which mark the plot of the Barber would have done other than depressed the temperament of Mozart; whilst, on the other hand, the shades of tenderness and varied pathos rising up here and there in the Mozartian opera, demand an expression beyond the calibre of the swan, or rather the lark, of Pesaro. Rossini, however, full of force and fun in his development of comic scenes, was, when he wrote the Barber but a mannerist, and a dismal one, in his portraiture of the deep and strong feelings appertaining to humanity. True it is, that the Tanoredi and Otello in Rossinian guise raised an interest that, for a time, permeated all musical Europe; but the love, enterprise, and desperation of such a character as the Syracusan Prince is but feebly sketched in the touch and go pages of the Rossini score; and the agony of the Moor may be imagined from the fact that David, the great tenor, interpolated the famous duet from the Armida into the final scene of the Otello, and walked off the stage arm and arm with his adored "Desdemona." No musical dramatic composer that has ever lived would have approached Mozart in his rendering of such operas as the Tancredi, Otello, Romeo and Juliet, and Faust. "Amenaide" in prison and in chains with "Tancredi" as the "Ivanhoe"-unknown knight and champion-would have given Mozart a chance of rivalling Sir Walter Scott; and as for the innocent "Desdemona," the headstrong yet ill-treated "Juliet," and the miserable "Margaret" they must each wait their day: the poet has given them immortality—the musician of the future has this end to consummate.

Rossini was without rival when he com

posed the Barber, for the so-called popular opera of the same name by Paisiello had been virtually made antique by the success of the new school. The French had overrun Italy, had carried with them their military bands orchestras, and operas, and taught the Southmodes of execution; and Rossini had carried the trombones, trumpets, and half the military band into the theatre, combining the flash and dash of the new armory with a display of power in vocalization that rone but a great singer would have ventured to deal with. If his orchestral performers were shady, his vocalists were generally reliable, and oftentimes not to be challenged. He had acquired as much of the learning of the master as he needed, without the drudgery of the pupil; he had seen what art was, and what artists could do: and had received no small experience in the sentiments and passions of the musical public. As to verses and poetry he decried both: he wanted situation, transition, contrast, and climax, and in the Barber he obtained all four. The serenade of the "Count," the rhapsody or soliloquy of the "Barber," and the letter-song of the no peney profite, a double custome must of necessity be paide. Glass be transported heroine were severally prodigious advances on the work of Paisiello, and are to this day as musterly and interesting as when first produced. No man's hands can be competent to deal with another man's head; for no two pair of hands can execute alike; and a common invention is not to be found in two sets of brains. No composer of any reputation has ever attempted an imitation of these three exquisite morceaux. The work has been so well and so fearlessly done. so perfect and so sure, that imitation can only end in vulgarity, and a something to be thoroughly ashamed of. The school is so simple there is nothing to eatch hold of; the brilliancy and vivacity so truthful and intense there is no room for exaggeration; there was no trickery, deception, incomprehensibility, mystery, estentation, or pretense; all was the result of great knowledge, and the application of known means in a never thought of before, and embodied in a graciousness and elegance of spirit that must have taken a lifetime to grasp and hold at ready and instant command. Of the same class are the two duets between "Figaro" and the "Count," and "Figaro" and "Rosina" in the first act; brilliant and beautiful, overwhelming in their power, a power apparently produced by small and inadequate means, and yet enormous in their quantity of effect. Everything is right as far as it goes, and the composer has taken the true measure of singers, band, stage, and audience. He has engaged all, interested and satisfied all. The trio where the "Count" reveals himself to "Rosina," and the famous "Zitti, Zitti," that follows it, are two capital aituations that suited the temperament of Rossini, and which he has made marvellously sympathetic by the peculiarity of his contrasts, the delicacy of his ideas, and the sincerity of their expression. These movements on their first appearance were received as original and beyond measure captivating, and time has not weakened these predilections; they shine with undiminished lustre, and if the taste of the general public has improved, the result has not been attained by any advance on these exquisite specialties

of Rossini. It would be wrong to say that the finales in this opera are weak, for they are as full of bustle and complication, and are as clearly and gracefully constructed, as any of Rossini's earlier works; there is a never-flagging animation, and an aggregation of melodious passages, and a courage-ous reliance on compilations and expedients which the composer well knew would meet with the sympathies of his audience; but, compared with the finales in the Figure of | ory o the Unite States

The Two "Figures" by Mozart | Mozart, all the force and feeling of Rossini vanish, and the play of his imagination and his resources of the art cease to be matters of criticism. By the side of Mozart these ensembles lack grandeur and elevation, and indeed lose all their elegance, variety, and spirit. They are, of course, lively in their way, noisy, broad, and ornamental, with s thin border of melody; but there is no real dramatic interest, no true mental agitatien, no intellectual power-nothing yond what vocalists wanted at day, and what could be readily and easily performed.

Whatever may be the changes in dramatic music, the finales in the operas of Mozart are certain of holding their own, and the finales of his Figuro can never pass out of mind or memory. The deep pathos of the songs of the true-hearted wife, the senti-mental duets of the "Count" and "Susanna," the romantic ditty of the page, and its more than true imitation by the lady's maid, the mock heroics of "Figaro," are all unequalled in their portraiture of the different shades of human feeling, and give a delicate and feminine charm to the opera quite foreign to the work of Rossini. Mozart revelled in his pictures of woman's love, whilst Rossini seems to have known but little about it or thought it too weak to deserve painting. But if Mozart was feminine when dealing with woman's tenderness, he was not so in his finales. Here he is all original thought, of enormous conversational power, full of strong and fiery passion, and hurrying his hearers away into the current of his own strong, quick, and beautiful thoughts. Everything is new and ennobled, and nothing is allowed to pass without creating an influence and impression. Rossini is the scene-painter, whilst Mozart is the man with a high and penetrating intelligence, possessing the artistic power to make men think with him and like him. The two Figures were written with two great and distinct ends: both fulfilled their purpose. Mozart was earnest; Rossini honest. Neither attempted to deceive. - London Orchestra.

Glass. An English paper says:—The manufacture of glass is at the present time a very important branch of the trade of this country. During the nine months of the present year, ending on the 30th of September, the exports of glass amounted to no less a sum than £658,153. It was not, however, until the year 1557 than the art was first introduced into England, when, according to Stow, glassmaking was established at Crutched Friars and in the Savoy. In the Landsdowne MSS, there is preserved a letter from George Longe to Lord Burghley, stating how the manufacture was first introduced into this country. From this interesting relic we learn that-"Att that tyme what troubles began in France and the Lowe Countryes, so that glass could not conveniently be brought from Loraine into Englande, certaine glassmakers did covenannt with Anthony Dollyne and John Carye, merchants of the said Lowe Countryes, to come and make glass in Eng-Whereuppon Dollyne and Carye obtained the patent for making of glass in Englands in September, the IXth years of the queene's majesties raigne [1567] for xxj. years ensueinge, under these conditions, to teache Englishmen and to pay custome, which patent was fully expired a yeare ago. The conditions were not complied with, and the patent was "voide about vj yeares after their grant." Then "other men exerted to set on worke divers glasshouses in sundry parts of the realm, and having opene the works in one place, doe duyly so consone erecting newe works in another place or controule. withoute checke points out that the queen is thereby de-prived of her custom "commodityes made within the realm," and desires a patent for himself. He tells us that there fifteen glasshouses in England," and offers, as an inducement for procuring the patent, that he at no time will 'keepe above 11 glasshouses in England," but will erect the rest in Ireland, "whereof will ensue divers commodityes to the commune wealth." These 'commodityes" he enumerates to be the preservation of the woods in England, the wasting of the superfluous woods in Ireland, 'than which in tyme of rebellion her Majestie hath no greater enemy theare. The country wilbe much strengthened, for every glasshouse wilbe so good as twenty men in garrison. The country wilbe sooner brought to civilitze, for many poore folke shalbe sett on

hundred angells at your honor's appoint-Too Much Marrying.

ment.

worke. And whereas her Majestie hath now

from Ireland to England." For these reasons

he asks that the patent may be granted, and,

in curious illustration of the times, he offers

Lord Burghley a bribe, by undertaking to repair his buildings from "tyme to tyme with

the best glasse duringe the terme of the said patent; and allso," he adds, "bestowe one

There is altogether too much marrying, by form of law, those who at the most are only a third or a half married in other ways. And there is altogether too much urging and coaxing and alluring young people into the most important and sacred of all human relations before they are prepared for its responsibilities, or moved to assume its burdens, and by those who ought to know better, and act with more consideration. We make too much of marrying and being married, until it is thought, by many people, somewhat of a disgrace for a woman to pass through life alone; when, in fact, the life of many a single woman is poetry, romance, rapture even, in comparison with that of many a wife. So there is a vast deal of marrying with very little of real marrying; a vast deal of discontent, heartache, misery, hypocrisy, and un-marrying at the last. What we want is not a more stringent divorce law, but a better understanding of the moral law, which forbids the marrying of those not already one; not less marrying, but less marrying where there is no real marrying. And, above all, let there be no inciting or bribing those to marry who are not drawn to each other and held inseparably together by qualities of mind and soul .- Anonymous.

A Frightened Ghost.

Oswego has lately had a scare of no ordinary character. Late one night an entire family were driven from their home by a fearful apparition. A local paper says:

"After a whiletheir excitement was allayed, and on investigation they found that a cow on a foraging raid had made her way into a rear kitchen and inserted her head into an empty flour barrel. The barrel became fast on her horns, and unable to escape the incumbrance, the terrified animal commenced a frantic rampage about the apartment, with the result above described."

ROBERT S. LEAGUE & CO., NOTARIES PUB-LIC, COMMISSIONERS, ETC.—Depositions and Acknowledgments taken for any State or Terri-

RAILROAD LINES.

1870. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Ratiroad Companies' lines from Philadelphia to New York and Way Piaces.

FROM WALNUT STREET WHARF.

At 8-30 A. M., via Camden and Amboy Accom...\$2-25
At 8 A. M., via Camden and Amboy Accom...\$2-25
At 8 A. M., via Camden and Amboy Express... 8-00
At 2 P. M., via Camden and Amboy Express... 8-00
At 6 P. M., for Amboy and intermediate stations.

At 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points ch R. and D. B. R. R.

At 8 and 10 A. M., 13 M., 3, 3-30, and 4-30 P. M., for Trenton.

Trenton,
At 6:90, 5, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and
11:30 P. M. for Bordentown, Florence, Burlington,
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, Palmyra,
and Fish House, 5 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry,
(upper side).

(upper side).

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

At 730 and 10 35 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington.

At 730 and 10 35 A. M., 230, 6, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 830 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADRIPHIA DEPOT.

Via Connecting Pailways. Via Connecting Railway.

At 7, 9-30 and 11 A. M., 1-20, 4, 6-45, and 12 P. M.

Rew York Express Lines, via Jersey City. Fare, New York Express Lines, va. 83 25.
At 11:30 P. M., Emigrant Line. Fare, \$2.
At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M.,

Bristol.
At 19 P. M. (Night), for Morrisville, Tullytewn,
Schenck's, Eddington, Cornwell's, Torrescale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9:30 A. M., 6:45 and 18 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINE

FROM EXPSINGTON DEPOT.

At 7:30 A. M. for Ningara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Seranton, Strougsburg, Water Gap, Belvicere, Factor, Lamberty He Schooley's Moudtain, etc.

A: 7:30 A. M. and 8:30 P. M. for Scranton, Strondsburg. Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

FROM MARKET STERET 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 Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Medford. At 7 and 10 A. M., 1, 8:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, smithville, Ewalist Living 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. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-26, 19, 11, 12 A. M.,
1, 2, 3%, 3%, 405, 4-25, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11, 12
P. M.

P. M.
Leave Germantown at 6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M., 1, 2, 3, 3.50, 6½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10½

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 P. M.

Leave Chesnut Hill at 710, 8, 940, 1140 A. M., 140, 3%, 540, 640, 840, and 1040 P. M.

Leave Philadelphia at 975 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 736, 9, and 1105 A. M., 136

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%,
8, 4, 4%, 5%, 6%, 805, 10 05, and 11 15 P. M.
Leave Norristown at 5 40, 6 25, 7, 7%, 8 50, and 11
A. M., 1%, 8, 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 SUNDALS.
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%. FOR MANAYUNK.

Leave Philadelphia at 6, 73, 9, and 11 05 A. M., 13, 8, 4, 43, 53, 64, 8 05, 10 00, and 11 P. M.

Leave Manayunk at 6 10, 6 55, 73, 8 10, 9 20, and 11 A. M., 2, 83, 5, 63, 8 30, and 10 P. M.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

PLYMOUTH 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 Streats.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, NIA, SOUTHERN AND INTERIOR NEW YORK BUFFALO, ROCHESTER, NIAGARA FALLS, TH GREAT LAKES, AND THE DOMINION O 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, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, and Hazleton, at 6:50 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 7:50 and 10:45 A. M., and 11:20 P. M.

11:20 P. M.
For Abington at 1:15, 5:20, and 8. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways 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. From Fort Washington at 9-25, 10-35 A. M., and

Sio P. M.
From Abington at 2.35, 6.45, and 9.20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets soid 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, curner Broad street and Wash-

ington avenue— For PORT DEPOSIT at 7 A. M. and 4:30 P. M FOR PORT DEPOSIT At 1 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
7 P. M.
Truin leaving Philadelphia at 7 A. M. connects at Tr in leaving Philadelphia at 7 A. M. connects at 1 ort Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 420 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42

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

PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

OXFORD at 6-25 A. M., 10-35 A. M., and 5-20 P. M. CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 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 TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Of Passenger Trains, December 90, 1869,
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate
stations, and Allentown. Returning, leaves Reading at 6-25 P. M.; arrives in Philadelphia at 9-25 P.M.
MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Wilkesbarre, Pittston, York, Carilsle, Chambersburg,
Hagerstown, etc. WINTER ARRANGEMENT

agerstown, etc.
The 730 A. M. train connects at READING with

The 130 A. M. train connects at RRADING 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 HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia &t 3-50 P. M. for Reading.
Pottsville, Harrisburg, etc., counceting with Reading and Columbia Railroad trains for Columbia, etc.

FOTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M. READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M.

Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-30 P. M.

Trains for Philadeiphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia at 1 P. M. Afternoon trains leave Harrisburg at 2-05 P. M., and Pottsville at 2-25 P. M., arriving at Philadelphia at 6-45 P. M.

delphia 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 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.

at Reading with accommodation train for Philadelphila and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 8-15 P. M. Leave Philadelphia for
Reading at 8 A. M.; returning from Reading at 4-26
P. M. CHESCHER VALUE. 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 7-30 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 Mt. Pleasant and intermediate points

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. NEW YORK EXPRESS FOR PITTSBURG AND

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 Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc. Returning Express train leaves Harrisburg on ar-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburg 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 Pittaburg without change.

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

SCHUYLKILL VALLEY RAHROAD.

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 RAHROAD.

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

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 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.

COMMUTATION TICKETS.—At 25 per cent. discount. between any paints desired, for families count, between any paints desired, for families MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52.00 each, for families and

firms.

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

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

EXCURSION TICKETS from Philadelphia to

EXCURSION TICKETS from Philadelphia to principal stations, good for Setarday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callownill 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 4-25 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

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

Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1859.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars ruy within one square of the Depot fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

receive attention.

Mail Train. 500 A. M., 110 and 650 P. M., Paoil Accommodat's . 1030 A. M., 110 and 650 P. M. Fast Line and Erie Express 11 60
Harrisburg Accommodation 2:30
Lancaster Accommodation 4:10 Parkesburg Train.
Cincinnati Express.
Erie Mail and Pittaburg Express. Cincinnati Express. 8 co P. M.
Erie Mail and Pittsburg Express. 9 co P. M.
Accommodation. 12 co II A. M.
Pacific Express. 12 co night.
Erie 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. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 115
Market street.

THAINS LEAVE SPOT, VIZ. :-

except Sunday.

cured and baggage delivered by 5 P. M., at No. 116

Market street.

TRAINS ARRIVE AT DEPOT. VIZ.:

Philadelphia Express. 6-30 A. M.

Paol Accommodation, S-20 A. M., 3-40 and 6-25 P. M.

Paol Accommodation, 9-10 A. M.

Past Line. 9-40 A. M.

Lancaster Train. 9-10 A. M.

Rrie Express. 19-55 P. M.

Southern Express. 7-00 P. M.

Lock Haven and Elmira Express. 7-00 P. M.

Pacific Express. 4-25 P. M.

Harrisburg Accommodation. 9-50 P. M.

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.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

by special contract General Superintendent, Altoons, Pa

RAILROAD LINES

PHILAPELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

OOMMENGING 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. (Sundays excepted), for Bairimore, 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 Sallsbury with Wicomico and Pocomoke Railroad.

road.

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

Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, 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. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newset, Elicton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-90 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-39, 5-90, and 7-00 P. M. The 5-10 A. M. train will not stop between Chester and Fhiladelphia. 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 4-90 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 Balti-Express Train at 12 M. (Sundays excepted), for

From Baltimore to Philadelphia.—Leave Balti-

more 7.25 A. M., Way Mail; 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-nolla, Perryman's, Aberdeen, Havre-de-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 proposed at ticket office, No. 828

Chesnut street, under Continental Hotel, 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-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.

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.

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 B. C. Junction stops at all stations.
4:16 P. M. for West Chester stops at all stations.
4:45 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.
5:30 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.

8-55 P. M. for West Chester stops at all stations. 1130 P. M. for West Chester stops at all stations.
1130 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 between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford Kenner.

necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. 315 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.
6·15 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ping at all stations.
ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations, connecting 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. 4:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. W. C. WHERLER SONT

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

WESTWARD.

MAIL TRAIN leaves Philadelphia - 9:35 P. M.

"Williamsport - 7:40 A. M.

ERIE EXPRESS leaves Philadelphia - 9:30 P. M.

"Williamsport - 8:20 P. M.

"Williamsport - 9:00 P. M.

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

ELMIRA MAIL leaves Philadelphia - 7:50 A. M. " Williamsport 6:00 P. M.
" arrives at Lock Haven 7:20 P. M.

MAIL TRAIN leaves Erie - 840 A. M.
Williamsport - 9-25 P. M.
arrives at Pailadelphia 6-20 A. M. ERIE EXPRESS leaves Erie - - 400 P. M. Williamsport 3:30 A. M. arrives at Philadelphia 12 46 P. M.

ELMIRA MAIL leaves Leck Haven - 8:00 A. 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.

" Harrisburg - 5:23 A. M.

" arrives at Philadelphia 9:25 A. M.

Express East connects at Corry, Mail East at Corry and irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent. General Superintendent.

WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A.M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11 45 A. M., Woodbury Accommodation. 11 45 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5 45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR UAPE MAY. (Saturdays only.)

Leave Philadelphia 8 00 A. M., Leave Cape May 1:10 P. M.

Leave Cape May 1:10 P. M.
Freight Train leaves Camden daily at 12 o'clock poon. 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.

816 WM. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and BOUTHWEST. Tickets for sale, baggage
checked through to destination, and all information
furnished at

WANTS.

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

TO THE WORKING OLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moment at home, the whole of the time or for the spare moments. Business new, light, and profitable. Persons of either sex easily earn from 50c, to 85 per evening, and a proportional sum by devoting their whole time to the business. Boys and girs earn nearly 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 trouble of writing. Full particulars, a valuable sample, which will do to commence work on, and a copy of The People's Literary Companion—one of the largest and best family newspapers published—alt sent free by mail. Reader, if you want permanent, profitable work, addres E. C. ALLEN & CO., Augusta, Maine.

A BSOLUTE DIVORCES LEGALLY OB-tained in New York, Indiana, Illinois, and other States, for persons from any State or Country, legal every-where: desertion, drunkenness, non-apport, etc., suffi-cient cause; no publicity; no charge until divorce ob-tained. Advice free. Business established litteen years Address. M. HOUSE, Attorney, \$21 Sm. No. 76 NASSAU Street, New York Oily

AUD FION SALES. M. THOMAS & SONS, NOS. 189 AND 16 Ratensive Sale at the Auction Rooms, Not. 129 and 141
SUPERIOR HOUSEHOLD FURNITURE, FLANOS,
MIRHORS, FIRE PROOF SAFE, OFFICE FURNITURE, VELVET, BRUSSELS, AND OTHER CARPETS, ETC.
On Thursday Morning

TURE, VELVET, BRUSSRLS, AND OTHER CAR-PETS, ETC.

On Thursday Morning,

April 14, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior household farmiture, comprising 5 handsome walnut parior suits, covered with plush, reps. and hair-cloth; three wainut chamber suits, library and diming-room furniture; elegant rosswood piano-forte, made by McClammon; rosswood piano-forte, made by Evanse and business, extension, centre and bouquet tables, leunges, I sam chairs, hall tables, Fint-stands, stageres, chamber, library, and dining-room dairs, office furniture, hair matireses, feather beds, holsters and pillows, fine china and glasware, two superior fire-proof sates, made by Evans & Watson and Farrel & Herring; allow-dases, turning lathe, sewing machines, 15 dozen cedar bucketz, gas-consuming and cooking stoves, counters, handsome Brussels, veives, and other carpets, atc.

Also, decorated china dinner set, 22 pieces. 412 2t

BUNTING, DURBOROW & CO., AUCTIONS FIRERS, Non. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

On Thursday morning,

April 14, at 10 o'clock, on four months' credit. 4856

SPECIAL AND PEREMPTORY SALE OF 15,000 DOZEN HOSIERY AND GLOVES,
By order of Messrs. Charles Voxin & Co.,
On Friday Meraing,
April 15, at 10 o'clock, on four months' credit, comprising full and complete lines of Ladies' bleached, brown, and mixed hose, cut and covered, from frame, etc., from plain to full regular, Genta' bleached and brown half hose, plain and with fancy tees and beels, all grades to full regular.
Children's white, brown, mixed, and fancy hose, all qualities. Children's white, brown, mixed, and fancy hose, all qualities.

Ladies' black and colored cotton, silk, Lisle, mixed, and Berlin gloves and half gaunilets, plain and fancy trimmed.

Gents' black and colored silk and cotton gloves.

Children's Berlin, Lisle, and cotton gloves.

K. B.—The attention of the trade is particularly invited to this sale, as the assortments are very desirable, and every lot will be sold without reserve.

LARGE SALE OF CARPETINGS, 500 ROLLS WHIT RED CHECK, AND FANCY MATTINGS, ETC.
On Friday morning.
April 15, at 11 o'clock, on four months' credit, about 100 pieces ingrain, Venetian, list, hemp, cottage, and rest carpetings, Cauton mattings, oil cloths, etc.

4 9 5t

LARGE SALE OF FRENCH AND OTHER RUROPEAN DRY GOODS.
On Monday Morning.
April 18, on four months' credit, at 10 o'clock, including special and very attractive sale of 500 CARTONS RIGH BONNET RIBBONS and other millinery goods, by order of a well-known importing house in New York.

4 12 54 SALE OF 2000 CASES BOOFS, SHOES, HATS, ETC., On Tuesday Morning, April 19, at 10 o'clock, on four months' credit. 4 15 5t

MARTIN BROTHERS, AUCTIONERRS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 CHESNUT Street, rear entrance from Minor; PEREMPTORY SALE OF A COLLECTION OF FIRM MODERN OIL PAINTINGS.

At the Auction Rooms, No. 704 Chesnut street, without reserve, a Collection of Oil Paintings, embracing many pleasing subjects, by popular artists, from private collections.

RARE ENGRAVINGS.

RARR ENGRAVINGS.

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

4 11 35

Administrator's Peremptory Sale at the Auction Rooms,
No. 704 Chesnut street.

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

April 15, at 10% o'clock, at the Auction Rooms, No. 784
Chesnut street. Particulars hereafter.

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 18 o'clock.

Particular attention paid to Out-door Sales at moderate rates.

CARD.—We have received instructions from Mr. A.
D'Huyvetter, of Antwerp, to dispose of a valuable collection of original oil paintings, many now being in the Custom House. We are unable to fix the date of sale. Dues
notice will be given.

A. BARLOW'S

THIRTEENTH SALE OF ELEGANT NEW AND
SUPERIOR FURNITURE.
On Friday Morning,
April 15, at 10 o'clock, will be sold, by catalogue, the
extensive and magnificent stock of superior household
forniture, now contained in the salesroom, comprising
the largest assortment of parlor and chamber furniture
ever offered at public sale, comprising louges, bookcases,
sideboards, extension tables, etagers, easy and reclining

sideboards, extension tables, etageres, easy and reclining chairs, parlor and card tables, mirrors, hair mattreases, etc. etc.

BAI goods warranted in writing as represented, or no sale.

sile.

Goods packed on the premises and shipped to any part of the United States.

Catalogues ready on Thursday morning.

Call and examine before buying elsewhere.

4 13 2t 3 BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5]
Fo. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

NOTICE TO STRAW GOODS BUYERS.—FIRST Special Sale of Straw Goods, Artificial Flowers, Millinery Goods, Etc., by Catalogue.

On Thursday Morning,
April 14, commencing at 11 o'clock, comprising a large assortment of men's, boys', ladies', misses', and children's hats, caps, flats, brids, etc.

Also, 100 cases Shaker hoods.

ARTIFICIAL FLOWERS,
Comprising 250 cartons new styles artificial flowers, imported for this spring's sales.

I PPINCOTT, SON & CO., AUCTIONERRS.

PRESS SILKS, CASSIMEBES, WHITE AND LINEN GOODS, Linen and Cotton Holks, Hesiery and Gloves, Ribbens, Millinery Goods, Paris Faucy Goods and No-On WEDNESDAY and THURSDAY, April 1s and 14.

April 18 and 14. 412 2t

BOOTS AND SHOES.

LARGE SALE OF ABOUT 2000 CASES OF BOOTS,
SHOES, HATS, STRAW GOODS, TRAVELLING
BAGS, ETC.
NOTICE.—Our Large Opening Sale of Boots and
Shoes, Eags and Satchels, etc. (hereafter in connection
with our sales of Hats and Straw Goods), which will be
held on MONDAY MORNING, April 18, on four
months' credit. W. H. FORREST, Auctanopear.
CARD—We solicit the attention of Consignees and
City and Country Buyers to our large and attractive
Opening Sale in the Department of Boots, Shoes, etc.,
on MONDAY, April 18, and thereafter throughout the
season.

Liberal advances made on consignments.

LiPPINCOTT, SON & CO., Auctioneers,

125t No. 240 MARKET Street. 4 19 5t A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Farmi resonal attention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Rooms, No.
1919 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

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

THOMAS BIRCH & SON, AUCTIONEERS
ON COMMISSION MERCHANTS, No. 1110
OHESNUT Street, rear entrance No. 1107 Sanzom street. Sale at No. III0 Chesnut street.

NEW AND SECOND HAND HOUSEHOLD FURNITURE, Fine Carpete, Large French Plate Mirrors, Piano-fertes, Meiodeon, Parior, Chamber, and Cottage Suits; Silver Plated Ware, Paintings, Engravings, Etc. On Friday Morning.

At 3 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of superior Household Furniture from families declining housekeping.

FRENCH PLATE MIRRORS.—At the same time will be sold.

be sold—
One segant mantel mirror, plate 82x80 inches.
One do do do do 72x48 do.
One do do do 70x50 do.
One do do do 70x50 do.
TO APOTHECOARIES.—At 10 c'clock, will be sold, 346 stock drug bottles of various sizes and well labelled.
Suitable for a drug store.

4 15 2t

IN LOUISVILLE, KY. W. GEORGE ANDERSON & OO. AUCTIONEERS AND EASON & CO.

(Established PSS).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All anction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every foureday.

Results and the control of the control of

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 is sm E ASTON & M C M A H O N.

E ASTON & M C M A H O N.

SHIPPING AID COMMISSION MERCHANIS,
No. 2 OOKNIES SLIP, New York.
No. 18 SOPTH WHARVES, Philadelphia.
No. 46 We do ship every description of Freight to
We are prepared to ship every description of Freight to
Friladelphia. New York, Wilmington, and intermed?
Friladelphia. New York, Wilmington, and intermed?
Friladelphia New York, Wilmington, and intermed?

Kisam-tors furnished at the shortest notice

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 96 NORTH WHARVES

No. 21 NORTH WATER STREET, 2004 PHILADELPHIA PRILADELPHIA KLUAR CATHLLE ALEX ANDER G. DATTELL.