THE IMPERIAL MURDER.

Closing Scenes of the Trial of Prince Pierre Bounparie. Mr. Clarence Cook has a letter from France in the New York Tribune, from which we ex-

tract as follows:-As for the witnesses, there was never, perhaps, a stranger lot. Those who sympathized as I did with Victor Noir and his family, must have felt that to the want of sense and "My heart! But he is a gentleman!

the want of self-command betrayed by M. Paschal Grousset and M. de Fonvielle, to say nothing of Dr. Pinel's fainting and hesitation, was greatly due the failure of the right. When young M. Grousset entered the Court so neatly, jauntily dressed, with his easy gentlemanly manners, he made the pleasantest impression possible; even the Imperialist frozen hearts of the ladies in the select seats were thawed, and you heard the whisper run, "Oh! the handsome young fel-And then, the young fellow spoiled all with his very first words. You must know that the Judge has a regular formula he goes through with to each witness. First, they up with their ungloved right hand, and swear to tell the truth, the whole truth, and nothing but the truth. Then the Judge asks them if ever they knew or saw the prisoner before. Then he asks them if they are related to him, allied to him, etc., etc. When he asked young Grousset if he had ever seen the prisoner he answered "No." "Then," said the Judge, "I suppose you are not related to him in any way," when Grousset, with the coolest, most impudent-polite air, replies, "Mon-sieur, I do not know that I am related to him, but his mother had so many lovers that I can hardly swear I am not!" Some say Grousset said "Madame Lætitia," instead of "his mother," but it doesn't make much matter; the idea is the same, and it sufficed to bring down Judge Glauday like a thunder-clap on the young sprig's head. De Fonvielle, too, though, from the human point of view, perfectly excusable for his inability to hold in check his feelings, ought to have known what was at stake, and ought to have steadily refused to play into the hands of those who, as it afterwards proved, were only waiting to entrap him. He gave his testimony in such a violent, uncontrolled way, with so much gesture and vociferation, that I could not blame those who declared that, while they were convinced he was a perfectly honest man, they must believe he is too excitable to know what he says and does when he is in a passion. For all that, it was plain that he had less than justice at the hands of the court. In the strange scene that took place, and which resulted in Fonvielle's being shut up in prison for ten days for contempt of court, there can be little doubt that he was grossly belied. An officer of the French army, named Touchat, was called up to testify to Pierre Bonaparte's courage, and he set the whole court in a titter by saying that the Prince has the eagle-eye so natural to his family! And then, again, immediately after, though everybody laughed out aloud, he said, "he has the electric voice

squinny pig's eye always cast down, and never daring to look anybody in the face. And his electric voice! We had often heard it in open court, and had not found it charming or striking. at eagle-eye and "electric voice" we could not help but laugh. This made Pierre angry, and he bounded from his seat and attacked the advocates of the other side. He charged M. Laurier with laughing at his brave companion in arms, and declared that if he did not have much rhetoric he had more courage than all the faction to which Laurier belonged: passes description, but Laurier did not lose his temper. He quietly demanded justice of the court, but the court had not one word to say; it allowed the Prince full swing, and he burst out again with, "He has attacked my brave comrade," though M. Laurier had not said a word in reply to the witness. Then it was that De Fonvielle, who was sitting at the back of the court, on a bench among the witnesses, leaped up, and in the most excited manner cried out:- "You have assassinated Victor Noir! Pierre Bonaparte! Look me in the face if you dare! Say that you have not assassinated Victor Noir! You are a cowardly assassin! assassin! You are nothing but an assassin!"

and the eagle-eye natural to his family!"

There sat the man before us, with his little,

At the words, "Dare to look me in the face!" Bonaparte sprang to his feet, folded his arms like lightning, and with an absurd attempt at dignity-for his figure does not easily take to dignity-he stared at Fonvielle, who, mounted on his bench, continued to cry out "assassin!" at the top of his lungs. For a few moments the scene was one of indescribable confusion, and no one could say what was coming next. The gendarmes opened the door for Pierre Bonaparte, who was ready enough to go out, and in a short time a sort of order was established. The Procureur-General, in a cold-blooded speech, called for Fonvielle's head, and when the prisoner came back the Judge for the first time rebuked him for his violence, declaring that he alone was the cause of the scene that had taken place. But it was plain to many there that this violence of rebuke was only a cover for the injustice that was decided to be done to Fonvielle. He was accused, and no doubt falsely, of having cried out "a mort! a mort!" and though he strenuously denied it, and though five or six persons who stood close to him did not hear him cry "a mort! a mort!"-there being only two persons, and those gendarmes, who said he did say it-yet he was condemned to ten days' imprisonment; and both Grandperret in his speech, and the Judge in his summing up, insisted upon this exclamation as having been made, refusing to give him the benefit of the doubt.

These things went against the cause of Victor Noir, and not all the dignity and quiet of Rochefort, nor the gentlemanly bearing and evident truthfulness of M. Milliore, could counterbalance the insolence of Grousset and the violence of De Fonvielle. I saw Rochefort for the first time, and he made a most agreeable impression upon me, an impression generally shared, I believe, by the public. When asked his name, he gave it with quiet dignity, Victor Henri Rochefort de Lucay, and called himself the Deputy of the First Circumscription of the Seine. Called to order for saying that E. Arago had warned him to take heed of Pierre Bonaparte, because he was an "affreuse canaille, dreadful blackguard," he quietly answered that he had sworn to tell the truth, the whole truth, nothing but the truth, and that what he said was a part of the truth. When he went to his seat, which, by the way, was among the journalists, he went leisurely, stopping quietly to shake hands with Floquet and Laurier, and with all who put out a hand. A lady sent him a bouquet of violets, and he put it in his button-hole, then quietly took his seat, but not long after sent up a request to the Presiding Judge, asking his permission to retire, as he was not very well. There had really not been much | tagonistic to those of New England.

gained by his coming, but at least he had the relief of a few hours out of prison, the sight of the sky, of the faces of friends, and the chance to speak aloud his opinion of the murderer of Victor Noir.

The most affecting scene that took place in the court was the appearance of Madame Louis Noir ou the stand. She was called to testify to the mood of mind in which Victor went on his fatal errand, and also with regard to the condition of his gloves when she saw them on his dead body. The poor young lady, who gave her testimony in the most simple, honest way, with a broken voice between sobs and stealing tears, described in the most touching terms the cheerful scene when Victor, dressed in the clothes he had bought to be married in, and trying to button his new gloves, saying to his sister-in-law, "Jouvin, pur sang, ma chere," gave a hand to his sister and a hand to his betrothed and went off gaily on his errand. Then she described how, in two hours, they brought him back dead. In the evening she asked those about her how the trouble came about, and they told her that the Prince said Victor had given him a blow! "I went to his body," she said, "I looked at his gloves, and when I saw them unbroken, unstained, as clean and tightly fitting, buttoned as I had seen them in the morning, I knew the Prince had lied!" As she said this she pointed her finger at the Prince and looked him in the face, but he made no sign.

Of course, as you know, the whole case turned upon the evidence as to whether Victor Noir did really strike the Prince. Most certainly it was not proved. It is true that the evidence seemed conflicting, but a half hour of good English or American crossexamination would have shown much of the evidence to be worthless. This is not the place to examine it, but I was painfully struck with the character of the evidence. Those who swore to seeing the marks of the blow were the intimate friends and the medical adviser of the Prince, and the Commissaire of Police. But the testimony of these persons was not sifted, and I am sure it needed it. The chief witness, Dr. Neuel, though he swore to the marks of the blow, gave no precise testimony as to where it was, while Dr. Pinet declared that the Prince told him there was no blow, and refused, rather abruptly, to let him look at his face. The other witnesses swore to the blows being of colors that are impossible, as it is known that a blow has what we call its spectroscope, and goes through certain definite changes of color. In my opinion, Laurier did well to laugh at this pretense of a blow, and to call it a myth. Yet, strange as it may seem, there was no expert called up to sift this evidence and show whether it was likely that a cheek could turn blue, black, green, and yellow all within two hours, to say nothing of its suddenly disappearing within that time, to return again a few minutes later!

Well, ail is over and judgment has been rendered. But Frenchmen will do best to be silent on this judgment. When one lives in a country where such men as Pierre Bonaparte are princes and such men as Glauday judges, the less bragging about the glory of France and the inferiority of other countries the better! Pierre Bonaparte is acquitted and the Noirs are condemned to pay the expenses of the suit. It is true that they are allowed to demand these expenses of murderer of their son and brother, and it is true that by a sort of lettre de cachet the murderer is banished from France. But in the eve of the law he is no less an innocent man, and the Noirs have done him a cruel wrong in charging him with the crime of murder. Thank heaven! the law which the lackeys of the Second Empire deal out is not likely to be confounded with the justice of God. In His eyes we may be allowed to believe that Pierre Bonaparte is not acquitted, but that his name is written among the tribe of Cain.

The Fifteenth Amendment and How it Will Work.

From the Memphis Avalanche. The radicals never urged the ballot for the blacks as a measure of justice to the race. Their action, as every development has shown, was one wholly of self-interest. With the negro vote they could, for a time at least. control the Southern States. This vote they proposed to cement to their own through the 'gratitude" felt by the blacks for their enfranchisement. And their most powerful argument was that with white enfranchisement the blacks would be thrust from the polls. With the final disposition of the suffrage question a new light dawns upon the blacks. They are now assured of their rights and privileges before the law, and the more the claim of gratitude is analyzed the smaller it becomes. They feel that they were enfranchised to be used by politicians; that they were given the ballot simply to assist their pretended friends to lucrative offices. If there was any obligation, it has been fully requited. The account will evenly balance. If there be any deficit, it will be found on the side of the office-seeker, who has been obtaining goods under false pretenses. The blacks are now to run the race of life for themselves. They are a large but yet a minor element, even in population; and in everything else they are as but an atom in the great aggregate. Their interests are those of the Southern whites; and, the questions out of which grew their freedom at rest, they will, like other people, naturally consult their own interests. They will naturally fall into the highways of opinion travelled by those who, while better able to shape public policy with their aid, will shape it even without them. In less than five years from the date of the proclamation which declared the fifteenth amendment a part of the organic law of the land, the great mass of Southern blacks will vote with whites on all vital questions of public policy. We mean, of course, those who will vote at all, for it will not be long before a steady numerical decrease in colored voters at the polls will commence. The novelty of the new relation; the opposition shown to their exercise of the elective franchise; the strong appeals of the politicians into whose hands they fell; have thus far controlled them. But with the novelty worn away; their status assured; and the realization that for them is no political future; the din and clatter of politicians will seldom tempt the blacks from the industrial spheres in which is to be solved their problem of civilization. Partisan hatred and rancor will soon have run their course. The fires of the late war are dying out; and we are on the eve of the day when the efforts of sectional extremists. no matter of what partisan fealty, to array class against class and race against race, will visit nothing but the most severe condemnation upon their authors. Though designed as a weakness and a humiliation, the black vote will become to the South an element of strength, To-day New England rejoices over

the fifteenth amendment. The "whirligig

of time" will turn this jubilation into sorrow:

for colored suffrage but doubles the power of

those whose vital interests are directly au-

HAILROAD LINES

1870. FOR NEW YORK.—THE CAMDEN ton Railroad Companies lines from Philad liphia to New York and Way Places. New York and Way Places.

At 6-30 A. M., via Camden and Amboy Accord...\$2 2.

At 8 A. M., via Camden and Amboy Accord...\$2 2.

At 8 P. M., via Camden and Amboy Express... 3-00

At 2 P. M., via Camden and Amboy Express... 3-00

At 6 P. M., for Amboy and intermediate stations.

At 6-39 and 8 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 19 M., 2, 3-30, and 4-30 P. M., for Trenton. Trenton.
At 6:30, 5, and 10 A. M., 12 M., 2, 3:30, 6:30, 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, S A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side).

FROM KENSINGTON DEPOR.

(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 Schenck's and Eddington.

At 7:30 and 10:45 A. M., 3:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 6:30 P. M., for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

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

New York Express Lines, via Jersey City. Fare, 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 19 P. M., for Trenton. At 7, 9:30, and 11 A. M., 4, 6:45, and 19 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run dally. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINE

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
A. 7:30 A. M. and 3:30 P. M. for Scrauton, Strouds-

At 30 A. M. and 3'30 P. M. for Scrauton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3'30 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 RAIL-ROADS.

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

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Madford. Medford.

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

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

At 7 A. M., 1 and 830 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 34, 38, 406, 436, 5, 58, 6, 68, 7, 8, 9-20, 10, 11, 12 P. M.
Leave Germantown at 6, 6-55, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10% Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 P. M.

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

Leave Philadelphia at 9-25 A. M., 2 and 7 P. M.

Leave Philadelphia at 9-25 A. M., 12-40, 5-40, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 74, 9, and 11-38 A. M., 12-40, 1-40,

Leave Philadelphia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8 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

A. M., 1%, 3, 4%, 6%, 8, 3 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 SUNDAYS,

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M. Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 3, 4, 5%, 6%, 8.06, 10.05, and 11% P. M.

Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 5, 6%, 8.30, and 10 P. M.

ON SUNDAYS.

Leave Manayunk at 6.10, 6.55, 7%, 8.10, 9.20, and 11% A. M., 2, 3%, 5, 6%, 8.30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ 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 Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Depot, NINTH and GREEN Streets.

WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

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

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, and Hazleton, At 5:00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk. and Manch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 7.30 and 10.45 A. M., and

11:30 P. M.
For Abington at 1:15, 5:20, and 8. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2·15, 4·40, and 5·25 P.M. From Doylestown at 8·35 A. M., 4·30 and 7·05 P. M. From Lansdale at 7·30 A. M. in Fort Washington at 9-25, 10-35 A. M., and

Prom Abington at 2.35, 6.45, and 9.20 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Bethlehem at 730 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 700 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:-LEAVE PHILADELPHIA, from depot of P., W. B. R. R. Company, corner Broad street and Wash-For PORT DEPOSIT at 7 A. M. and 4:30 P. M.

FOR PORT DEPOSIT AS A. M., AMD 4 30 P. M. FOR OXFORD, at TA. M., 4 30 P. M. ADD 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK 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 Port Deposit with train for Baltimore, Trains leaving Philadelphia at 10 A. M. and 4:80 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. 4:2

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore.
OXFORD at 6.05 A. M., 10.35 A. M., and 5.30 P. M., CHADD'S FORD at 7.26 A. M., 12.00 M., 1.30 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.

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. WINTER ARRANGEMENT

WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1969.

Paying the Company's depot at Thirteenth and Callowhill Streets, Philadelphia, at the following hours:— k.ORNING ACCOMMODATION.

At 730 A. m. for Reading and all informediate stations, and Allencywn. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 730 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 3'15 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 at 8-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN 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 7-50 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 7-50 P. M., and at Pottsville at 9-30 P. M.

Trains for Philadelphia leaves Harrishard at 8-26 A.

Trains for Philadelphia leaves Harrishard at 8-26 A.

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

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

All the above trains run dally, Sundays excepted. Sunday trains leave Potisville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30 and 4-50 P. M. trains from Philadelphia. Returning from Downingtown at 6-30 A. M., 12-35 and 5-15 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 F.M. trains from Philadelphia, returning from Schwenksville at 3:05 A. M., 12:45 Noon, and 4:15 F. 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 take the 7:30 A. M. and 4:00 P. M. trains from Philadel-

phia, returning from Mt. Pleasant at 700 and 1100 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, Baltimore, etc.

nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 525 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 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 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 8-35 A. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3-40 P. M., from Brookside at 4-00 P. M., and from Tremont at 7-15 A. M. and 5-05 P. M.

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

Excursion Tickets from Philadelphia to Reading and intermediate steins.

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 points desired, for families and firms.

and firms,
MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

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 principal stations, good for Satarday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

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

FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12-20 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

EAGGAGE.—Dungan's Express will collect base. oints beyond.

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

DENNSYLVANIA CENTRAL RAILROAD AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969. AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1982.
The trains of the Pennsylvania Central Railrond leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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. 901 Chesnut street, or No. 116 Market street, will receive attention.

receive attention.
TRAINS LEAVE CPOT, VIZ. :--

Cincinnati Express. 800 P. M.
Erie Mail and Pittsburg Express. 945 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-00 night.
Erie Mail leaves daily, except Sunday, running on Sine shall reaves 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 Senday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be prouved and baggage delivered by 5 P. M., at No. 118 Market street.

TRAINS ARRIVE AT DEPOT, VIZ. ; Parkesburg Train. 9-10 A.
Fast Line 9-40 A.
Lancaster Train. 12-55 P.
 Erie Express
 12-55 i

 Southern Express
 7-00 i

 Lock Haven and Elmira Express
 7-00 i

k Haven and Edmins Express. 425 P. M.
ine Express. 425 P. M.
risburg Accommodation. 950 P. M.
or 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 Decor The Pennsylvania Railroad Company will not assume any risk for Bargage, 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,

General Superintendent, Altoona, Pa.

RAILROAD LINES.

PHILABELPHIA, WILMINGTON, AND BALTIMORE 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. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Hranch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Borchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

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 Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Kun.

Night Express at 11 20 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magpolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia Express Train at 12 M. (Sundays excepted), for

Stopping at all stations between Philadelphia nd Wilmington. Leave Philadelphia at 11-90 A. M., 2-30, 5-00, and 7.00 P. M. The 5.00 P. M. train connec. s with Delaware Railroad 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 Fniladelphia. The 7.15 P. M. between Chester and Fniladelphia. The 7.15 P. M.

train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 4-90 P. M. will connect at Lamokin Junction with the 7-60 A. M. and 4-30 P. M. trains for Baltimore Central Palitrond. From Baltimore to Philadelphia,—Leave Baltimore 7:25 A. M., Way Mail; 7:40 A. M., Express; 2:25 P. M., Express; 5:25 P. M. Express, SUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

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-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.
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. 9.40 A. M. for West Chester stops at all stations, 11.50 A. M. for B. C. Junction stops at all stations,

2 30 P. M. for West Chester stops at all stations. 4 15 P. M. for B. C. Junction stops at all stations. 4 45 P. M. for West Chester stops at all stations wes of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 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 6 to P. M. for West Chester stops at all stations.

645 P. M. for West Chester stops at all stations.
11:30 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.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C.
R. R.

8-15 A. M. from B. C. Junction stops at all stations. 8-15 A. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-25 P. M. from West Chester stops at all stations.
4-25 P. M. from West Chester stops at all stations.
4-25 P. M. from West Chester stops at all stations.
2-25 P. M. from West Chester stops at all stations.
2-25 P. M. from West Chester stops at all stations.
2-25 P. M. from West Chester stops at all stations.
2-25 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

mences running on and after June 1st, 1870, stopping 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.
2:20 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. WHEELER Sup't. W. C. WHEELER Sup't.

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

WESTWARD.

MAIL TRAIN leaves Philadelphia

"Williamsport - 820 P. M.

ERIE EXPRESS leaves Philadelphia - 1140 A. M.

"Williamsport - 900 P. M.

arrives at Erie - 1000 A. M.

ELMIRA MAIL leaves Philadelphia - 750 A. M.

"Williamsport - 750 A. M. MAIL TRAIN leaves Erie - 8:40 A. M.

Williamsport - 9:25 P. M.

arrives at Philadelphia 6:20 A. M.

4:00 P. M.

ERIE EXPRESS leaves Erie - Williamsport arrives at Philadelphia 12 46 P. M ELMIRA MAIL leaves Lock Haven - 8:00 A. M.
Williamsport 0 46 A. M.
arrives at Philadelphia 6:50 P. M. BUFFALO EXP. ieaves Williamsport 12 25 A. M.

"Harrisburg - 5 20 A. M.

arrives at Philadelphia 9 25 A. M. Express East connects at Corry, Mail East at Corry, and Irvineton, Espress West at Irvineton, 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

ferry), at 8:00 A.M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations.

11 46 A. M., Woodbury Accommodation.

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

3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5 45 P. M., Accommodation. Woodbury, boro, Clayton, Swedesboro, and way stations EXTRA TRAIN FOR CAPE MAY. Woodbury, Glass.

(Saturdays only.)
Leave Philadelphia 8 00 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. 223 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphis and all stations.
3 15 WM. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST, Tokets for sale, baggage
checked through to destination, and all information
turnished at

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

TO THE WORKING CLASS.—We are now P

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 sex easily carn from Sic. to \$5 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 sand \$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 Micrary Compension one of the largest and best family newspapers politished—all sent free by mail, Reader, if you want permanent, profitable work, addres E. G. ALLEN & CO., Augusta, Maine.

DIVORCES. 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-support, etc., suffi-cient cause; no publicity; no charge until divorce ob-tained. Advice free. Business established fifteen years Address, M. HOUSE, Attorney, 3213m No. 78 NASSAU Street, New York Oily

A UD FION SALES. M. THOMAS & SONS, NOS. 189 AND 16

SALE OF REAL ESTATE AND STOCKS, April 19, at 12 o'clock, noon, at the Exchange, w Ager 19, at 13 o'close, Boon, as the Excilange, will in-clinis.

GIRARD AVENUE, above Ash—Stock of Lumber, Machinery, Belting, Tools, Fixtures, etc.

GERMANTOWN ROAD and LAUREL STREET— Hatel and Dwelling.

GERMANTOWN ROAD, Nos. 975 and 980—Two Stores. LAUREL, Nos. 114, 116, 118—Three brick Dwellings.

WISSAHICKEN CREEK, Obsenut Hill—Riegart Country Sent, Mannion, and Outbuildings.

HAVERFORD ROAD and FORTY-THURD STREET— THIRTY SEVENTH and LOCUST, N. E. corner-Two

Lois.
OTIS, N. W. of Girard avenue—Lot.
PRONT (North), No. 1783—Hotel and Dwalling.
ARCH, No. 1609—Valuable Residence.
TWENTY SECOND (North), Nos. 762 and 751—Twebrick Dwellings.
COATES, No. 1635—Modern Dwellings.
COATES, No. 1635—Modern Dwellings.
WEST, Nos. 734, 734, 736—Three genteel Dwellings.
OLIVE, Nos. 1695, 1628, 1600—2 genteel Dwellings.
VINEYARD, N. E. of Powell—Genteel Dwelling.
OALLOWHILL, Nos. 910 and 912—Stable and Dwalling.

TORR, Nos. 903, 911, 943, 915—4 Genteel Dwellings. HARE, No. 2205—Brick Dwelling. TWENTIETH (North), No. 818—Brick Dwelling. WHEAT and KERVE, S. E. corner—4 two-story Brick Dwellings RIGHTERNTH (South), No. 131—Modern Residence. SIXTERNTH (South), No. 915—Brick Dwelling. ADAMS, Nos. 535, 537, 539, 541, and 548—5 Brick Dwell nga. THORP'S LANK, Germantown—Modern Residence. GIRARD AVENUE, No. 1831—Handsome Moder lexidence.

GIRARD AVENUE, No. 1938 Neat Dwelling.

WEST LOGAN SQUARE, No. 218 Modern Resi dence. ELEVENTH and WALNUT, N. E. corner-Five-story

ARCH, No. 509-Large and valuable Lot, 17 feet

arce.

ARCH, No. 509—Large and valuable Lot, 17 feinches front.

CAMAG STREET, No. 1835—Modern Dwelling.
PARK, No. 1647—Modern Dwelling.
PIERCE, Nos. 533 and 539—Two Brick Dwellings.
FILBERT, No. 229—Five Brick Dwellings.
STOCKS, ETC.
Reseutors' Sale.

100 shares Merchants' Union Express Co.
500 shares Gentral College P. R. W. Co.
62 shares Central Transportation Co.
63 shares Central Transportation Co.
63 shares Contral Transportation Co.
63 shares Southern Transportation Co.
64 shares Southern Transportation Co.
65 shares Contral Transportation Co.
66 shares Academy of Fine Arts.
60 shares Ratiroad Car Spring Co., Philadelphia.
65 shares Academy of Fine Arts.
66 shares Ratiroad Car Spring Co., Philadelphia.
67 shares Academy of Fine Arts.
68 shares Ratiroad Car Spring Co., Philadelphia.
68 shares Ratiroad Car Spring Co., Philadelphia.
69 shares National Bank of Northern Liberties.
60 shares National Bank of Northern Liberties.
60 shares West Jersey 1 cry Co.
60 shares Southern Mail Steamship Co.
60 shares Southern Mail Steamship Co.
60 shares Southern Mail Steamship Co.
60 shares Shamokin Coal Co.
60 shares Shamokin Coal Co.
60 shares Shamokin Coal Co.
60 shares New Creek Co. of Virginia.
60 For other Accounts.
64006 Morris Canal first mortgage 6 per cect.

500 shares New Creek Co. of Virginia.

84006 Morris Canal first mortgage 6 per cent.

84000 Morris Canal second mortgage 6 per cent.

82 abares Central Transportation Co.

116 shares Union Mutual Insurance Co.

20 shares Pennsylvania Steel Co.

10 shares Western National Bank.

30 shares Impire Transportation Co.

100 shares Germantown Passenger Railway.

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 223 and 234 MARKET Street, corner : 8
Bank street. Successors to John B. Myers & Co.

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 100 CARTONS RICH BONNET RIBBONS and other millinery goods, by order of a well-known imperting house in New York.

4 12 5t SALE OF 2000 CASES BOOKS, SHOES, HATS, ETC., April 19, at 19 o'clock, on four months' credit. 4 13 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 moderate rates.

THE SALE OF THE SEASON.
SCOTT'S ART GALLERY.

TO CONNOISSEURS AND LOVERS OF ART.
We have received instructions from Mr. A. D'HUYVETTER, now in Antworp, to say that it being now about eighteen months since he had the pleasure of offering a collection of Paintings in this city, and appreciating the interest manifested in his former sales, has consigned to us 134 Paintings, comprising the best masters of modern art, the larger portion of the collection having never before been exhibited in this country, and received by us direct from the Custom House. The sale will be held On TUESDAY and WEDNESDAY EVENINGS,
April 19 and 20.

and to be sold without the least reserve. Now on exhibition day and evening, with catalogue.

The following artists are represented:—
FORMIGN.

FORKIGN,
Jacob Jacobs,
David De Noter,
Aug. Coomans,
J. De Hoysmans,
C. VanLeemputten, W. Angus,
Vester,
Spohler,
Robbe, Savry, Ball. erhoeven Ball, W.H. Wheelwright, De Eracekeleer, L. Van Kuyck, David Col, Verboeckhoven, Verschuur, Jr., I. Vonseben, A. Van Hamme, J. Linnig, A. Necteson, Van Os, Baclin, Baclin, Baclin, Baclin, Parkin, Pa J. Van Lerius, J. Van Lerius, C. F. De Vogel, Kari Ooms, L. Lassalle, J. H. B. Koekkoek, Chas. Leickert, Wagner, Wust, Berlin, Coene, A. Mauve, Herzog, M. A. Keokkeok, J. Walraven, Zelis, Vermeulen. Vermeulen.

A. Parton, N. Y., E. D. Lewis, R. Moran, S. C. Waters, Rothermel, Jas. Hamilton, V. De V. Bonnield, Thomas Moran, Miss Mary Smith, V. Henry Smith, H. C. Bispham.

Also, a portrait of Washington, by Gilbert Steuart, and of Peyton Randolph, President of Continental Congress, in 1774, by C. W. Peale.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. On account of non-arrival of goods, straw goods sale advertised for Thursday, April 14, has been postponed until further notice.

LIPPINCOTT, SON & CO., AUCTIONEERS BOOTS AND SHOES.

LARGE SALE OF ABOUT 2000 CASKS OF BOOTS, SHOKS, HATS, STRAW GOODS, TRAVELLING BAGS, ETC.

NOTICE—Our Large Opening Sale of Boots and Shoes, Bags 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 menths' credit W. H. FORREST, Auctioneer.

CARD.—We solict 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,
4125t No. 240 MARKET Street LARGE OPENING SALE OF BOOTS, SHORS, BAGS, STRAW GOODS, ETC.
On Monday.

April 18, on feur months' credit.
4 15 2t

T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furni ture at dwarfings.

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

For particulars see Fobic Ledger.

N. B.—A superior class of Furniture at private sale. MARTIN EROTHERS, AUCTIONEERS. (Lately Salesmen for M. Thomas & Sons.)
No. 704 CHESNUT Street, rear entrance from Miner. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESKUT Street, rear entrance No. 1107 Sanson street. TN LOUISVILLE, KY.

W. GEORGE ANDERSON & H.C. STUCKY.
THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS.

Business strictly Commission. All auction sales exclusively for each. Business strictly Commission. All auction sales exclusively for each.
Consignments solicited for auction or private sales.
Regular auction sales of boots, above, and hats every
Thursday.
Regular auction sales of dry goods, clothing, carpets
botions, etc., every Wednesday and Thursday. (3 is om

GENT.'S FURNISHING GOODS. PATENT SHOULDER-SEAM

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWEES made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS

GOODS in full variety.

WINCHESTER & CO.,
No. 706 CHESNUT Street. LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 25 NORTH WHARVES

No. 27 NORTH WATER STREET, 2.335 PHILADELPHIA, ELIJAB CATTELL ALEKANDER G. CATTELL.