LITERATURE.

REVIEW OF NEW BOOKS.

THE PEOPLE'S BANKS OF GERMANY. Translated by S. M. Quincy. Published by Little, Brown & Co.

This is a translation from a recent reprint of H. Schulze Delisch, Actuary of the German Society Union, and it gives the organization of the people's banks of Germany, an abstract of the provisions of the North-German Association law, and the constitution of a loan society or people's bank in accordance therewith. This little pamphlet gives in brief the results of the life-long labor dedicated by Schulze Delisch to one of the most beneficial reforms of our day and generation, the co-operative societies and banks of the German workingmen. Mr. Quincy promises us an abridged translation of the larger work on the same subject by the same author, but in the meantime he has prepared this digest of the laws and summary of the plans that have worked so well in Germany, for the use of the Legislature of Massachusetts, and other bodies, both legislative and private, to enable them to appreciate the good that has been done abroad, and to consider the question of applying the same system at home. The leading characteristics of the "people's banks" and of the "co-operative stores," which are now beginning to work together, are the actual ownership and management of the whole business by the working men themselves. The capital of the banks consists of stock contributed by the members, under conditions which admit of its withdrawal, and a borrowed capital of money left on deposit, the whole controlled by officers chosen from among the members themselves. The recognition of these banks by the Prussian Government, through suitable legislation, has now been extended by the German "Bund," or Union, to all the States included within that great and growing Government, and with the most wholesome results. This was brought about by the united action of the workingmen themselves, who have completed their own organization in such a way as to leave the separate "banks" their individual liberty of action, while their united strength is of immense service both in securing mutual control and common defense, and in solving all the questions which affect the whole body and the safety and success of each of its members.

With the "banks" there have grown up "co-operative stores," to enable its members to secure advances on their work and to find in the store a place of deposit and of sale. The guarantee of the maker enables the store to warrant the goods to the purchaser, and as the management is in the hands of practical workmen, their examination is an incentive for the manufacturer and a security for the consumer. The members of the co-operative stores and of the people's banks are nearly always largely the same, so that they are able to participate in the profits and advantages offered by both institutions, and the workingman who can get advances from the bank is enabled to pay them off promptly with the proceeds of his work deposited in the store. The best chapter in Mr. Samuelson's "German Workingman" is that devoted to this subject, and Mr. Quincy's account of the plan of detail working is likely to be very useful in suggesting similar enterprises here, where the workingmen are ready and able to avail themselves of that large freedom of action which has hitherto taken so many less useful directions with that powerful lever "self-help."

—From the National Publishing Company, No. 26 South Seventh street, we have received "Paris by Sunlight and Gaslight," by James D. McCabe, Jr. This is a very complete historical and descriptive account of Paris, and although it contains nothing very original or novel, it can be commended as a readable work on the subject of which it treats, and as likely to give a better idea of the various interesting features of Paris than some works of greater literary merit. Mr. McCabe goes over his ground very thoroughly, and he does not hesitate to quote freely from nearly all the writers who have ever taken Paris for a theme. This system of liberal padding certainly makes the book more interesting than it would perhaps otherwise be, but it is certainly not a practice to be commended. For those who intend visiting the French capital this will be an excellent guide-book, as the various objects of interest are described in detail with such historical comments as will be appreciated by tourists, while to those who stay at home it will probably give a better idea of Paris than can be gathered from any other source. The illustrations are numerous and will convey an excellent idea of the appearance of the principal streets, public buildings, and the various interesting sights of Paris. This is designed to be a popular book, and it is to be judged rather by its adaptability to popular tastes than its literary merit. The author was a resident of Paris for some years, and he writes with a perfect knowledge of all its ins and outs, and the book is calculated to please an extensive circle of readers. "Paris by Sunlight and Gaslight" will be sold only to subscribers by the regular agents.

—T. B. Peterson & Brothers send us "The Banished Son; and Other Stories of the Heart," by Mrs. Caroline Lee Hentz. This is the twelfth and concluding volume of the uniform edition of Mrs. Hentz's writings. The stories of Mrs. Hentz achieved a great popularity when they first appeared, and they still maintain their hold upon the regards of a large circle of readers. Mrs. Hentz was an American writer, and all her subjects are drawn from American life, and this is one reason why they are so generally admired. This edition is neat, handsome, and cheap, and it will doubtless receive a cordial welcome in all sections of the country.

From the same house we have received "The Macdermots of Ballycloran," by Anthony Trollope. Mr. Trollope's reputation rests principally upon his delineations of English society, but he has shown in several of his works that he can write about Irish life in an equally appreciative spirit. "The Macdermots of Ballycloran" is one of Anthony Trollope's earliest works, and it first brought him into prominent notice. It is an interesting story, marked by all the peculiar merits of his style, and it will commend itself to many readers from the fact that it is not so long drawn out as some of his later efforts.

—From the American Tract Society we have received "The Spencers," by Rev. Stephen H. Tyng, D. D. This is the story that Dr. Tyng wrote for the New York *Ledger*, and it is published in its present shape by permission of Mr. Bonner. Considered merely as a story, it is much better than was to be expected from a clergyman advanced in life, whose pen had hitherto been employed in very different branches of literature. Most of the characters and incidents appear to have been taken from life, and they are made to point an important moral that is developed as the story progresses. The story is one well suited for Sunday-school libraries, and the name of Dr. Tyng upon the title-page will secure it many appreciative readers.

The American Tract Society also send us "Echo of Happy Voices," a new singing-book for Sunday-schools, which contains a number of new hymns and tunes of considerable merit.

—From Turner & Co. we have received the third monthly part of *The Transatlantic*, containing the weekly numbers for May. This publication is edited with much tact, and it has achieved a great popularity. It gives the best stories, sketches, and poetry from the foreign magazines and reviews, and furnishes an excellent variety of reading matter at a very low price.

Sudden and Remarkable Deaths.

The death of Gottschalk while at the piano, in the act of performing his famous composition "La Morte," is by no means the first circumstance of its kind related in dramatic and musical history. We recall immediately Moliere and his *Malade Imaginaire*. The chief personage in the comedy is a sick man, which part was played by the author himself. It was the fourth night of the run. Moliere, weak and ailing, went on for the character, and got through it until the scene came in which his "business" was to fall as if dead. This he did so well that the audience, as well as the persons in the play, were deceived. But, alas! it was no acting, for the poor dramatist was dead in truth. So says Bayle's account; but in another book there is a statement that Moliere was attacked in the scene where he speaks of rhubarb and senna—passing himself off for a physician—the blood gushing from his mouth and nostrils, and his limbs quivering with convulsion.

He was taken home, and his sufferings ceased forever two hours afterwards. In biographical history there are some names, especially interesting to readers of all tastes. One of these is poor Wilmot, the Earl of Rochester, of whom Hawthorne speaks so tenderly in his English travels; and another Captain Farquhar. Farquhar died during the run of his *Beaux's Stratagem*—perhaps his very best work. "Look on them kindly," said he in his letter to Wilkes, speaking of his two little children soon to be fatherless, "for the sake of him who was to the last hour of his life thine." With Hughes it was more singular still. He died in an hour after he received the account of the success of his *Siege of Damascus*. Moody, the tragedian, fell a corpse in the very middle of his performance of "Claudio," in Shakespeare's *Measure for Measure*. He had been very melancholy for some time on account of the loss of some member of his family, and on the evening of the play was more than once seen to retire to his dressing-room and weep. But his impersonation was much better than it had ever been before—so much so, indeed, that his fellow-actors remarked it. At last, in the scene where "Isabella" bids him prepare for execution, and he answers in those beautiful lines beginning, "Ay, but to die and go we know not where," he suddenly became faint and fell to the stage. The audience for a moment imagined it was a new point, and applauded accordingly. But the truth was very soon made manifest. "Claudio's" heart had burst with grief! Somewhat similar was the death of John Palmer, for whom Sheridan may be said to have written *The School for Scandal*. The bill of the night was *The Stranger*. Palmer, who had been, like Moody, beset with melancholy for some time before, played the gloomy "Count" in the early acts with unusual effect. After uttering the line "There is another and a better world," with most touching pathos, he suddenly paused, closed his eyes, and leaned upon the "Francis" of the night, Mr. Whitfield. He had spoken his last words upon earth.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

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10 21 thstu6m

GOVERNMENT SALES.

SALE OF COPPER SCALE.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
April 12, 1870.

There will be offered for sale at public auction on FRIDAY, May 6, 1870, at 12 o'clock M., at the United States Navy Yard, WASHINGTON, about SEVENTY THOUSAND (70,000) POUNDS OF COPPER SCALE, in lots to suit purchasers.

It can be examined at any time previous to the day of sale upon application to the Commandant of the Washington Navy Yard.

Samples of similar scale have shown 82 per cent. of metallic copper.

One-half the purchase money must be deposited at the time of sale, and twelve days will be allowed to remove the scale from the yard, otherwise the deposit will be forfeited to the Government.

All payments to be made in Government funds, and before the scale is removed from the yard. 4 12 tuth6t

PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh. Branch, No. 307 FEDERAL Street, Camden, New Jersey. 3 25

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT

Of Passenger Trains, April 18, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P. M.

MORNING EXPRESS.

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.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at 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.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 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 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

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

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

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

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 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 various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount 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 THE WEST.

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

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 12·20 noon, passing Reading at 7·23 A. M. and 2·05 P. M., arriving at New York 12·05 noon and 6·35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg and at 12·10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3·40 P. M., from Brookside at 4·00 P. M., and from Tremont at 7·15 A. M. and 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 Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, 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 principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

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

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

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

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A. M., for B. C. Junction, stops at all stations.
7·15 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction 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.
6·55 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.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences 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.
2·30 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. WHEELER, Sup't.

UMBRELLAS—CHEAPEST IN THE CITY! DIXON'S, No 21 S. EIGHTH Street. 10 1s mth§

RAILROAD LINES.

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

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail.. 3·00
At 2 P. M., via Camden and Amboy Express.... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 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., 12 M., 2, 3·30, and 4·30 P. M., for Trenton.

At 6·30, 8, 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, 8 A. M. and 2 P. M. for Riverton.

The 11·30 P. M. line leaves Market Street Ferry, (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 10·45 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.

At 7·30 and 10·45 A. M., 2·30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8·30 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 P. 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., 1·20, 4, 6·45, and 12 P. M., for Trenton.

At 7, 9·30, and 11 A. M., 4, 6·45, and 12 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 daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINE

FROM KENSINGTON DEPOT.

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

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, 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 RAILROADS.

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 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 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, Nov. 22, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4·05, 4·35, 5, 5¾, 6, 6¼, 7, 8, 9·20, 10, 11, 12 P. M.

Leave Germantown at 6, 6·55, 7½, 8, 8·20, 9, 10, 10·50, 12 A. M., 1, 2, 3, 3·50, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3½ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9·20, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3½, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4, 4½, 5½, 6¼, 8·05, 10·05, and 11¾ P. M.

Leave Norristown at 5·40, 6·25, 7, 7½, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7½ 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., 2½, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4, 4½, 5½, 6¼, 8·05, 10·05, and 11¾ P. M.

Leave Manayunk at 6·10, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8·30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

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

PLYMOUTH RAILROAD.

Leave Philadelphia at 7½ A. M., 4½ P. M.

Leave Plymouth, 6¾ A. M., 4½ P. M.

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

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

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

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

At 8·00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9·45 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. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.

For Fort Washington at 7·30 and 10·45 A. M., and 11·30 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 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 3·10 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 sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6·05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford 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,
4 2 General Superintendent.

RAILROAD LINES.

PHILADELPHIA, 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 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 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 Run.

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

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects 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 Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·40 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 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. 828 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.

PENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes 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.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train.......... 8·00 A. M.
Paoli Accommodat'n..10·30 A. M., 1·10 and 6·50 P. M.
Fast Line and Erie Express.......... 11·50 A. M.
Harrisburg Accommodation.......... 2·30 P. M.
Lancaster Accommodation.......... 4·10 P. M.
Parkesburg Train.......... 5·30 P. M.
Cincinnati Express.......... 8·00 P. M.
Erie Mail and Pittsburg Express.......... 9·45 P. M.
Accommodation.......... 12·11 A. M.
Pacific Express.......... 12·00 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.

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

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express.......... 3·10 A. M.
Philadelphia Express.......... 6·30 A. M.
Erie Mail.......... 6·30 A. M.
Paoli Accommodation, 8·20 A. M., 3·40 and 6·25 P. M.
Parkesburg Train.......... 9·10 A. M.
Fast Line.......... 9·40 A. M.
Lancaster Train.......... 12·55 P. M.
Erie Express.......... 12·55 P. 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.

A. J. CASSATT'S,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA 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.
arrives at Erie - 8·20 P. M.
ERIE EXPRESS leaves Philadelphia 11·40 A. M.
" " Williamsport - 9·00 P. M.
" arrives at Erie - 10·00 A. M.
ELMIRA MAIL leaves Philadelphia - 7·50 A. M.
" " Williamsport 6·00 P. M.
" arrives at Lock Haven 7·20 P. M.

EASTWARD.

MAIL TRAIN leaves Erie - - - 8·40 A. M.
" " Williamsport - 9·25 P. M.
" arrives at Philadelphia 6·20 A. M.
ERIE EXPRESS leaves Erie - - - 4·00 P. M.
" " Williamsport 3·30 A. M.
" arrives at Philadelphia 12·45 P. M.
ELMIRA MAIL leaves Lock Haven - 6·00 A. M.
" " Williamsport 9·45 A. M.
" arrives at Philadelphia 6·50 P. M.
BUFFALO EXP. leaves 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, Express 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.

11·45 A. M., Woodbury Accommodation.

3·15 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 CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8·00 A. M.

Leave Cape May 1·10 P. M.

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

Freight delivery at No. 228 S. Delaware avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

3 15 WM. J. SEWELL, Superintendent.

GREAT SOUTHERN MAIL ROUTE.

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. Tickets for sale, baggage checked through to destination, and all information furnished at

721 CHESNUT Street,
Masonic Hall,
1tf G. RENTON THOMPSON,
Gen. Agent for Philadelphia.

MICHAEL WEAVER. GEORGE H. S. UHLER.

WEAVER & CO.,

Rope and Twine Manufacturers

AND

Dealers in Hemp and Ship Chandlery.

No. 29 North WATER Street,

4 1 1m No. 28 North WHARVES, Philadelphia.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

Sale at the Auction Rooms, Nos. 139 and 141 South Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, PIANOS, MIRRORS, FIRE-PROOF SAFES, CARPETS, ETC.

On Thursday Morning.

April 21, at 9 o'clock, at the auction rooms, by catalogue, about 600 lots of superior parlor, chamber, library, and dining-room furniture; French plate mantel and pier mirrors; superior office furniture; hair mattresses, feather beds, bolsters and pillows; fine china and glassware; sewing-machines; stoves; velvet, Brussels, and other carpets, etc. A large and general assortment of household furniture.

PIANOS.

Also, two superior rosewood 7-octave piano-fortes, made by J. & C. Fischer and McCammon.

FIRE-PROOF SAFES.

Also, two superior fire-proof safes, made by Evans & Watson.

Also, 53 Panel Doors (new). 4 19 2t

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. 2 22

THE SALE OF THE SEASON.

SCOTT'S ART GALLERY,
April 14, 1870.

TO CONNOISSEURS AND LOVERS OF ART.

We have received instructions from Mr. A. D'HUYVETTER, now in Antwerp, 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:—

FOREIGN.

H. F. Schaefels,	Jacob Jacobs,	Backalowicz,
M. Ten Kate,	David De Noter,	Theo. Gerard,
W. Verschuur,	Aug. Coomans,	Roffiaen,
Pecrus,	J. De Huysmans,	Carabain,
R. Maes,	C. VanLeemputten,	W. Angus,
T. A. Rust,	W. Vester,	A. Eversen,
Walraven,	Spohler,	Robbe,
H. Savry,	Marohn,	Stroebel,
Verhoeven Ball,	W. H. Wheelwright,	H. Maes,
A. De Braeckeleer,	L. Van Kuyck,	J. Van Lerius,
E. Bidan,	David Col,	C. F. De Vogel,
E. Verboeckhoven,	Verschuur, Jr.,	Karl Ooms,
H. Venseben,	A. Van Hamme,	L. Lassalle,
E. Linnig,	A. Neeteson,	J. H. B. Koekkoek,
L. Schaefels,	Van Os,	Chas. Leickert,
Wagner,	Berlin,	Coene,
A. Wust,	A. Mauve,	Herzog,
Zelis,	M. A. Koekkoek,	J. Walraven,
Vermeulen.		

AMERICAN.

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

Also, a portrait of Washington, by Gilbert Stuart, and of Peyton Randolph, President of Continental Congress, in 1774, by C. W. Peale. 4 18 2t

No. 929 ARCH Street,
PHILADELPHIA, April 15, 1870.

B. SCOTT, Jr., Esq.

Dear Sir:—In order to introduce my goods more generally, and thereby prove to the public by their use that they are really what is already claimed for them by my numerous customers, superior to anything in my line of business, you are hereby instructed to close out, by public sale, my entire stock of splendid MANTEL, PIER, AND OTHER MIRRORS, on MONDAY MORNING, the 25th inst., at 10 o'clock, at my Gallery, No. 929 Arch street. My unequalled Gallery of PAINTINGS, foreign and American, comprising the highest talent in the world, in the evening, at quarter before 8 o'clock. Also, my splendid collection of the latest CHROMOS, ENGRAVINGS, etc., elegantly and neatly framed, on TUESDAY EVENING, 26th inst., at quarter before 8 o'clock. Having the greatest confidence in you as a judicious auctioneer and salesman, I remain, etc., GEORGE C. REUKAUFF.

PHILADELPHIA, April 16, 1870.

Mr. B. SCOTT, JR.

Dear Sir:—Having, after twenty-nine years of unceasing labor, come to the conclusion to retire from business, do now purpose to dispose of at public auction my entire STOCK OF FURNITURE, which I desire you to sell without the least reserve, on WEDNESDAY and THURSDAY, April 27th and 28th. I think it quite unnecessary for me to speak about the quality of the goods I produce; only to say that my work is all hand-made and guaranteed the best—no machinery being used in the establishment—and will be found upon examination to speak for itself. The stock will be on exhibition at my warerooms, No. 1309 Chesnut street, three days previous to the sale.

Respectfully yours, M. DEGINTHER.

P. S.—I would particularly call the attention of the public to the above. [4 18 9t] B. SCOTT, JR.

MARTIN BROTHERS, AUCTIONEERS,—(Lately Salesmen for M. Thomas & Sons.) No. 704 CHESNUT Street, rear entrance from Minor.

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

HANDSOME HOUSEHOLD FURNITURE, TWO French Plate Pier Mirrors, Parlor Suits, Chamber Suits, Desks and Office Furniture, Plated Ware; Fine Brussels, Ingrain, and other Carpets; Mattresses, Beds and Bedding; Cutlery, Bronze, and Gilt Chandeliers, Centre and Bouquet Tables, Etc.

On Wednesday Morning,

April 20, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, by catalogue, an extensive assortment of superior household furniture, etc. 4 18 2t

PEREMPTORY SALE OF A COLLECTION OF FINE MODERN OIL PAINTINGS.

On Thursday Morning and Evening,

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

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

STOCK VERY FINE DIAMOND JEWELRY, FINE Gold and Silver Watches of every Quality and Description, High Cost Watches, Opera Glasses, Camels' Hair Shawl, Silver Plate, 100 Fine Gold Pens and Holders, etc.

On Friday Morning.

April 22, at 10½ o'clock, at the auction rooms, No. 704 Chesnut street, by catalogue.

Particulars hereafter. 4 18 4t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

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

On Friday Morning.

April 22, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, 500 rolls red check and white matting, etc. 4 16 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.

On Monday Morning.

April 25, on four months' credit, at 10 o'clock. 4 19 5t

LIPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

LARGE ATTRACTIVE SPECIAL SALE OF WHITE GOODS, Embroideries, Lace Goods, Hdkfs, Llama Lace Points, Shawls, Parasol Covers, Etc.

On Wednesday Morning,

April 20, at 10 o'clock, by order of Mr. Robert Macdonald, of New York.

Also, in continuation, dry goods, millinery goods, ladies' and children's straw hats, hoop skirts and corsets, cotton trimmings, etc. 4 16 2t

On Thursday, April 21,

ATTRACTIVE SALE OF HOSIERY, GLOVES, NOTIONS, PARIS FANCY GOODS, ETC. 4 16 4t

BY BARRITT & CO., AUCTIONEERS

CASH AUCTION HOUSE, [11 24 §

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. 4 14

T. A. McCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.

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

For particulars see *Public Ledger*. [1 18

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

IN LOUISVILLE, KY.

W. GEORGE ANDERSON, H. C. STUCKY.

THOMAS ANDERSON & CO.

(Established 1826.)

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

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

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m

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

NOTICE TO CONTRACTORS.

The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagerstown, and will receive Proposals until 9th April for all the unfinished Grading and Bridging on the uncompleted section, the work on which has been suspended for a year.

Payments made in cash for all work done.

The work on the Graduation, Masonry, and Superstructure of Bridges will amount to about $200,000.

For all information as to the present condition of the work to be done, apply to

W. BOLLMAN, President,
3 28 6w No. 24 N. HOLLIDAY Street.

ONE DOLLAR GOODS FOR 95 CENTS, 10 15ftu§] DIXON'S, No. 21 S. EIGHTH Street.