THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, DEC

ABOUT CORAL.

The Greeks named coral the "daughter of the sea;" and Theophrastus reckons it among the precious stones. Pliny tells us that coral was no less esteemed in India than were pearls in Rome, "it being the prevailing taste in each nation respectively that consti-tutes the value of things," he observes. "Solimus informs us," so he continues, "that Zoroaster attributed certain mysterious properties to coral, hence it is that they equally value it as an ornament and as an object of devotion."

In Persia, China, and Japan coral was prized almost as much as gold. The Gauls in ancient times were accustomed to orna-ment their armor with this lovely product of the Gallic and Italian seas; but finding the value of it as an article of exportation, it soon became comparatively rare in the countries where it at first abounded.

Pliny describes coral as a marine plant, bearing crimson berries; nor can we wonder that he should have been led into this mistake when we find the error repeated almost down to our own times. In "Johnson's Dictionary" is the following definition:-"Coral -a plant of as great hardness and stony nature while growing in the water as it is after long exposure to the air."

Coming down to the medizeval age, the first mention we have of coral is in the inventory of Alianore de Bohun, where a paternoster of coral with gilded guadier, and three branches of coral, are among the list of valuables. Quite as many superstitious beliefs were then attached to this supposed submarine plant as in a more remote period. Reginald Scot, in his "Discoverie of Witchcraft," tells us that "the coral preserveth such as wear it from fascination or bewitching, and in this respect they are hanged about children's necks." Plat, in his "Jewel House of Nature." repeats the same story, adding that it preserves from the falling sickness. "It hath also some special sympathy with nature," he continues, "for the best coral being worn about the neck will turn pale and wan if the party that wears it be sick, and comes to its former color again as they recover health."

In 1700 Cournefort described coral as a plant; and Reaumur declared it as his opinion, but slightly differing from former naturalists, that it was the stony product of marine plants. The Count di Marsigli went a step further, and not only asserted the vegetable nature of coral but declarad that he had seen its flowers! In his work "La Physique de la Mer," he gives a representation of these sea blossoms, thus setting the question at rest forever, as he supposed. Others, however, were not quite so well satisfied: and Jean Andre de Peyssonel, a student of medicine and natural history, was deputed by the French Academie des Sciences to make further observations in elucidation of this interesting subject. He began his examinations first in the neighborhood of Marseilles, and continued them on the north coast of Africa. At last, after long, exact, and delicate observation, he came to the conclusion that the Count di Marsigli's flowers were animals, and demonstrated that the coral was no plant, but the product of a colony of polypi. Let him describe his experiment in his own words:— "I put the flower of the coral in vases full

of sea-water, and I saw that what had been taken for the flower of this pretended plant was, in truth, only an insect like a little seanettle or polype. I had the pleasure of see-ing move the claws or feet of the creature; and having put the vase full of water which contained the coral in a gentle heat over the fire, all the small insects seemed to expand. The polype extended his feet, and formed what M. di Marsigli and I had taken for the petals of a flower. The calyx of this pretended flower, in short, was the animal, which advanced and issued out of its shell." But after all Peyssonel's labors he received neither reward nor thanks for his discovery; it was ridiculed by Reaumur and Bernard de Jussieu, as something quite unworthy of credit; and poor Peyssonel, meeting with nothing but skepticism and neglect-for his papers were not even printed—in return for his laborious investigations, abandoned the subject in disgust and departed for the Antilles in the capacity of naval surgeon. Peyssonel was allowed to continue in the obscurity to which he had retired; but many years had not passed before both Reaumur and De Jussieu were obliged to retract their former opinion, and to acknowledge that after all Peyssonel's theory was correct.-The Argosy.

the ways of the road, but he meditated profoundly on his future as the carriage dragged up the wooded zig-zags of the Jura. The re-sult was his putting himself to achool with the landlord, the postilions, his master, with any one who could teach, and with an air of such complacent self-sufficiency that they scarely suspected he was learning.

When the host of the Lion d'Or at Dijon showed himself backward with the black mail, M. Dieudonne was down upon him so sternly that the other fell upon his marrowbones and humbly rendered up his own share of the pillage as a peace offering. When the pair arrived at Paris the master was so proud of his invaluable domestic that he could not help advertising his own perspicacity to all the world, declaring he considered it had suited bim for life. The consequence was that M. Disudonne forthwith bettered himself, finding an excellent place with a millionaire American family starting upon the tour of Europe.

VEBSAILLES AND THE TRIANONS. --- Versailles, for nearly a century and a half the habitual residence of the French court, dates from Louis XIII. Fond of hunting in the neighboring woods, he, or at least his conrtiers, got tired of sleeping in a wayside inn or a windmill, and built at first a small pavilion, whose site is still pointed out. Afterward he wished for a real habitation, which grew and grew into what it is now. After the first revolution Versailles ceased to be the abode of Kings. The Convention made an inventory of the furniture and sold it. The Bonapartes never cared much about it. Napoleon neglected Versailles, and called it at St. Helena a "ville batarde," regretting even the small sums of money which he had spent in keeping up the palace. The vast museum it contains is in great measure the per-

sonal work of Louis Philippe. The trianons are two miniature palaces or boxes, built as escapes from the heavy grandeur of Versailles, when its royal occupants happened to tire of their dignity. They are Le Grand Trianon and Le Petit Trianon: but at first sight you would say that the big one was the little one, and the little one the big one. The Grand Trianon, with the pride which apes humility, is only a rez-de-chausee, a ground floor, while the Petit Trianon has a basement, a first floor, and an attic, all outwardly visible. The delights of both are their gardens and pleasure-grounds. The two Trianons are to Versailles what Sir Walter Scott's hill cottage was to Abbotsford-a retreat to which he could retire, taking his work with him, and leaving Lady Scott to entertain the bluebottles in the great house, and who, as Mr. Carlyle said, were really blue. This feeling that the Trianons were refuges of royalty is manifested by the fact that Charles X lingered there before his final departure into exile. Louis Philippe, too, after leaving St. Cloud forever, made a farewell halt at the Trianons. The last sovereign of France probably bade them no adieu, because he expected to revisit them in triumphand increase their treasures by some new trophy. Man proposes !- All the Year Round.

NEW PUBLICATIONS. HOLIDAY PRESENTS! HARDING'S EDITIONS 07 THE HOLY BIBLE.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect December 19, 1870. Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-7:00 A. M. (Accommodation) for Fort Washing-ton.

At 7:35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Maueh Ohunk, Wilkesbarre, Williams-port, Mahanoy City, Hazieton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAIL WAY for Buffalo, Niagara Falls, Rochestor, Clareland Chicago, San Francisco, and all mainte FALLWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West
8:25 A. M. (Accommodation) for Doylestown.
9:46 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkestearre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esser Railroads.
17. M. (accommodation) for Fort Washington to the science of the science

Morris and Esseg Railroads. 11 A. M. (Accommodation) for Fort Washington 1'16 and 5'20 and 8 16 P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hasiston. 2'30 P. M. (Accommodation) for Doylestown. At 3'20 P. M. (Bethlehem Accommodation) for Pathlehem barter. Allentown and Coulors.

4:15 P. M. (Mail) for Doylestown, and Coplay. 4:15 P. M. (Mail) for Doylestown, 5:00 P. M. for, Bethlehem, Easton, Allentown, and Mauch Chunk. 5:20 P. M. (Accommodation) for Lansdale.

11:80 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at \$ 55, and 10.35 A. M.; 2.15, 5.05, and

Bethleham at 8:05, and 9:05 fr and 6:05 P. M.
Doylestown at 8:25 A. M., 4:40 and 6:05 P. M.
Lansdale at 7:30 A. M.
Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M.
Abington at 2:35, 6:55, and 9:35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:20 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Doylestown for Philadelphia at 7:00 P. M.
Bethlehem for Philadelphia at 7:00 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Flith street.
Dec. 19, 1870.
ELLIS OLARK, Agent.

Dec. 19, 1870. ELLIS OLARK, Agent, PHILADELPHIA AND ERIE RAILROAD. WINTER TIME TABLE. On and after MONDAY, December 5, 1870, the trairs on the Philadelphia and Brie Railroad will up at follows:

run as follows:-WESTWARD.

" Williamsport 6.35 P. M. arrives at Lock Haven 7.60 P. M. MAIL TRAIN leaves Erie . . . 9 00 A. M. Williamsport . 10 06 P. M.

" arrives at Philadelphia 5 30 P. M. BUFFALO EXP. leaves Williamsport 12 35 A. M. " Milton - 1 50 A. M. " arrives at Philadelphia 9 40 A. M Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket 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. Depot. r tickets can be had on an at the Ticket Office, N. W. corner Ninth and Chee-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT. Pittsburg Express Mail Train Lock Haven and Elmira Express Paoli Accommodation, 10 10 A.M.& 1:10 and 7:10 P.M. Fast Line Express 12:40 P. M. Erie Express 12:40 P. M. Harrisburg Accommodation 2:30 P. M. at the Ticket Office, N. W. corner Ninth and Ches-.12.40 P. M. 12.40 P. M. 2.30 P. M. Harrisburg Accommodation . Lancaster Accommodation . 4.10 P. M Parkesburg Train Cincinnati Express Erie Mail and Buffalo Express Pacific Express 6.80 P. M 8.00 P. M 10.10 P. Market street. Sunday Train No. 1 leaves Philadelphia at 846 A. M.; airlves at Paoli at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 620. Market street. . . . 8-10 A. M. 7 C0 A. M . 9.00 A. M Lancaster Train . . Erie Express Lock Haven and Eimira Express 5.46 P. N 5.45 P. owner, unless taken by special contract. A. J. OASSATT, 429 General Superintendent, Altoona, Pa. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILEOAD. --CHANGE OF HOURS. On and after MONDAY, October 8, 1870, trains will run as follows: --Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-ington example. ington 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 Oxford Wednesdays and Saturdays only at 2'80 P. M. 2°30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4°30 P. M., and 7 P. M. Wednes days and Saturdays only 2°30 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 4°30 P. M. connect at Chadd's Ford Junction with the Wilmington and Beading Railroad. Trains for Philadelphia leave Port Deposit at 9°25 A. M. and 4°25 P. M., on arrival of trains from Balti-more.

CAMDEN AND AMBOY AND PHILADELPHI. AND TRENTON RAILROAD COMPANIES. BOLIDAY EXCURSION FOR -NEW YORK. EXCURSION TICKETS. FOUR DOLLARS FOR THE ROUND TRIP. Will be sold from Philadelphia for all trains of 23 24th, and 25th December, good to return from Ne York December 25, 26, or 97, by any of the trains. W. H. GATZMER, Agent, PHILADELPHIA, Dec. 22, 1870. 12 23 St 1870. -FOR NEW YORK-THE CAMDER ton Railroad Companies' lines from Philadelphi to New York and Way Places. At 7 A. M., Mail and Accommodation, via Can den and Amboy, and at 3:30 P. M., Accommoda tion. vis Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta tions. At 7 A. M. and 3'80 P. M. for Freehold and Fa

At 7 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. f.

RAILROAD LINES.

Trenton. PAt 7 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11:80 P. M. for Bordentown, Florence, Burlington Edgewater. Beverly, Delanco, Riverside, River

ton. and Palmyra. At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M for Fish House. The 11:30 P. M. line leaves from Market Street

The 11'30 P. M. line leaves from Market Stree Ferry (upper side). BROM WEST PHILADBLPHIA DEPOT, At 7'30 and 9'45 A. M., 1'20, 3'10, 5'80, 6'45 and 1 P. M., New York Express Lines, and at 11'30 P. M. Line, via Jersey Olty. At 7'80 and 9'45 A. M., 1'20, 3'10, 5'33, 6'45, and 1 P. M. C. Tronton

At 7.30 and 9.45 A. M., 120, 3.10, 5.33, 6.45, and 12 P. M. for Trenton. At 0.45 A. M. 120, 6.45 and 13 P. M. for Bristol. At 12 P. M. (night) for Morrisville, fullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and 19 nicht. 12 night.

BROM RENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for Bristol.

At 7.30 A. M., 2.80, and 5 P. M. for Morrisville At 7:30 A. M., 2'30, and 5 P. M. for Morrisville and Tullytown. At 7:80 and 9:30 A. M., 2'30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12'30, 5'15, and 7'30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9:30 A. M., 12'30, 2'30, 6 15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford. VIA BELVIDERE DELAWARE RAILROAD. At 7'80 A. M. for Niagara Falls, Buifalo, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley' Mountain, etc. At 7'80 A. M. and 8'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHEEN BAILEOAD. At 11 A. M. for New York, Long Branch, and

Intermediate places. VIA CAMDEN AND BUBLINGTON COUNTY BAILBOAD.

At 6.45 and 11 A. M., 1, 2.30, 8.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton and Medford.

and Medford

At6 45 and 11 A.M., \$ 30, 5, and 6:30 P.M. for Smith-yllie, Ewansville, Vincentown, Birmingham, and

Pemberten. At 6 45 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cockstown, New Egypt, Horaers-town, Cream Ridge, Imlaystown, Sharon, and

Hightsto Dec. 12, 1870. WM. H. GATZMER, Agent.

DHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive

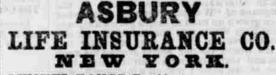
	ANDE	AUD FION SALES.		
INSURANC	E COMPANY	M THOMAS & SONS, AUCTIONEERS, NOS		
NORTH	AMERICA. JANUARY 1, 1870.	HOLIDAY BOORS, CARDBookisales every afternoon during this week at 3 o'clock. 12 19 5t		
CAPITAL.	Charter Perpetual. 	SALE OF REAL ESTATE, STOCKS, ETC., On Tuesday, Dec. 27. at 12 o'clock, noon, at the Exchange, will include-		
Losses paid since organiz	ation\$23,000,000	PINE, No. 930-Store and Dwelling. WALNUT, No. 5403-Modern Restaurce.		
Receipts of Premiums, 15 Interest from Investmen	\$1,991,637 45 ta, 1569\$1,991,637 45	MARSHALL, No. 805-Genteel Dwelling, CLARK'S LANE, Twenty-sixth ward-Ulay Lot, 19 acres.		
Losses paid, 1809	\$2,106,534'19 \$1,035,395'54	GRAY'S FERRY ROAD, between Thirtleth and Thirty-first-Two New Dwellings. ELLSWORTH, No. 2104-Genteel Dwelling.		
STATEMENT (F THE ASSETS.	GROUND RENTS-\$15, \$20, \$20, \$20, \$49, 4314 \$95 a		
First Mortgages on City United States Governmen	Property	MORTGAGES-\$1500, \$750, and \$1500.		
Bonds.	1,192,944	STOCKS, ETC. 12 shares Central Transportation Co.		
Cash in Bank and Office	l Stocks 55,708 247,620	1 share Philadelphia Library Co.		
Loans on Collateral Secu	rity	6 shares Cooper's Point and Philadelphia Ferry Co. 350 shares Amygaloid Mining Co.		
Accrued Interest		1 Season Ticket Arch Street Theatre, 57 shares Northern Liberties Gas Uo.		
	ansmission	10 shares Kensington National Bank.		
Real Estate, Office of Ca	ompany, Philadel-	166 shares McClintockville Petroleum Co. 1 share Philadelphia and Southern Mail Steam		
phia		shin Co. 10 00 or		
DIDI	\$2,783,581	MARTIN BROTHERS, AUCTION RERS, - No. 704 Chesnut street.		
Arthur G. Coffin,		and the carried and the		
Samuel W. Jones, John A. Brown,	Edward H. Trotter,	NOTICE-MONDAY NEXT being a holiday, our Begular Weekly Sale of Furniture will be held on		
Charles Taylor.	T. Charlton Henry.	SATURDAL OF THIS WEEK.		
Ambrose White,	T. Charlton Henry, Alfred D. Jessup,	the man of the second sec		
william weisn.	Louis C. Madeira.	CONTINUATION AND CLOSING SALE OF ELEGANT FUES AND FORES		
John Mason,	Charles W. Cashman, Clement A. Griscom, William Brockie,	ELEGANT FURS AND ROBES. SPLENDID STOCK OF GENUINE RUSSIAN		
George L. Harrison,	William Brockle,	AND HUDSON BAY SABLE FURS, ROYA ERMINE, SQUIRREL, MINK, AND OTHER SETS CHILDREN'S FURS, FINE BEAR AND		
CHARI	JR G. COFFIN, President. ES PLATT, Vice-President.	SETS CHILDREN'S FURS, FINE BEAR AND		
MATTHIAS MARIS, Secr	etary.	WOLF ROBES, ETC.		
C. H. REEVES, Assistan	at Secretary, 34	On Saturday, December 24, at 12 o'clock, neon, at the Auction		
1000 CHARTER	PERPETUAL 1070	Rooms, No. 704 Chesnut street, by catalogue (com		
1029.	PERPETUAL. 1870.	mencing at lot No. 200), 200 lots Elegant Furs, genu ine Russian Sables; finest quality Hudson Bay Se		
	Inannon compose	bles; Royal Ermine for Ladies and Ctildren; Hu		

Franklin Fire Insurance Company OF PHILADELPHIA. Office, Nos, 435 and 437 CHESNUT St. Assets Aug. 1, '70 \$3,009,888'24 INCOME FOR 1870, LOSSES PAID IN 1869. \$810,000. \$144,908 49. Losses paid since 1839 over \$5.500,000 Perpetual and Temporary Policies on Libers.

Terms. The Company also issues policies upon the Rept; of all kinds of Buildings, Ground Rents, and Mort The "FRANKLIN" has no DISPUTED CLAIM.

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PRESERVES.

i share Fanadeiphia fabrary Co. Shares Cooper's Point and Philadelphia Ferry Co. 300 shares Amygaloid Mining Co. I Senson Ticket Arch Street Theatre, ST shares Northern Libertics Gas Co. 0 shares Kensington National Bank. 66 shares McClintockville Petroleum Co. 1 share Philadelphia and Southern Mail Steam-12 23 24 p Co. NOTICE-MONDAY NEXT being a holiday, our reular Werkly Sale of Furniture will be held on ATURDAY OF THIS WEEK. CONTINUATION AND CLOBING SALE OF ELEGANT FURS AND ROBES. PLENDID STOCK OF GENUINE RUSSIAN AND HUDSON BAY SABLE FURS, ROYAL ERMINE, SQUIEREL, MINK, AND OTHER SETS CHILDREN'S FURS, FINE BEAR AND WOLF FORES FTC. WOLF ROBES, ETC. On Saturday, December 24, at 12 o'clock, neon, at the Auction Rooms, No. 704 Chesnut street, by catalogue (com-mencing at lot No. 200), 200 lots Elegant Furs, genu-ine Russian Sables; finest quality Hudson Bay Sa-bles; Royal Ermine for Ladies and Ctildren; Hud-son Bay Mink Sables; Grebe Sats, French Ermine, Chinchila, Astrachan, Alaska Mink, and German Fitch Sets, etc. Fitch Sets, etc. CHILDREN'S FURS.

CHILDREN'S FURS. 100 Sets Misses' and Children's Furs of every kia4. FINE LAP ROBES. Fine Bear and Wolf Robes. Every lot will be gnaranteed as represented or the purchase money refunded. On exhibition THIS EVENING, from 4 until 9 o'dock

o'clock. Sale absolute BUNTING, DURBOROW & CO., AUCTIONEENS, B Nos. 239 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

CLCSING FALL SALE OF 2000 CASES BOOTS, SHOES, THAVEL LING BAGS, HATS, ETC.,

On Tuesday Morning, December 27, at 10 o'clocs, on four months' credit. 12 21 40

LAST SALE FOR THIS SEASON OF BRITISH, FRENCH, GERMAN. AND DOMESTIC GOODS, On Thursday Morning, [12 23 44 December 29, at 10 o'clock, on four months' credit.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUOTIONEERS. CASH AUCTION HOUSE, No. 250 MARKET Street, corner of Bank street. Cash advanced on consignments without extra 11 240

CONCERT HALL AUCTION ROOMS, No. 1814 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER Personal attention given to sales of honsehold fur-

alture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

day. For particulars see "Public Ledger." N. B.-A superior class of furniture at private sale

CITY BAZAAE AND TATTERSALL'S, No. 1126 RACE Street. Regular Auction Sale of Horses, Wagons, Har-ness, Etc., every Taursday, commencing at 10 o'clock A. M. No postponement on account of the weather. weather.

Gentlemen's private establishments disposed of at public of private sale to the best advantage, and a general assortment of Hoises. Carriages, Harness, Etc., to suit the need of all classes of pur-chasers, constantly on hand. Carriages taken on Storage. Superior Stabiling for Horzes on sa's or at livery. Outside Sales solicited and promptly attended to. Liberal advances made on Horses, Carriages, and larness. DOYLE & NICHOLS, Harness. 10 19 tf Auctioneers.

THE EUROPEAN COURIER.

American travellers who have made the tour of Europe have either employed or encountered the Courier, and have studied his character with more or less prejudiced minds. He is a character, pretending to know all languages, and everything else; honest when he must be honest, and a great scamp when he finds opportunity to give play to his scampish propensities. The following personal sketch of one of these curious fellows. a Swiss, and a model of his kind, is from a long chapter on Couriers, in a late number of the Pall Mall Gazette: ----

What a godsend M. Dieudonne used to be to those who were fortunate enough to secure him for their guide, friend, and philosopher! What a rare combination of gifts indicated him for eminence in the profession that nature inspired him to adopt! He was emphatically a self-made man, and yet the workmanship was unexceptionable. You were never suffered to surmise this fact, for his origin was a close secret of his own. Swiss by extraction, like most of his tribe, the youthful Louis early found his way from the mountains of the Valais to the streets of Geneva. From being a hanger-on in the courtyards of the different hotels, he converted himself gradually into an occasional laquais de place. As became a free mountaineer, from the first he utterly emancipated himself from prejudices; always willing and always useful, his shrewd services were at the service of any one who chose to pay. He had excellent eyes for character, and as the patrons he was brought in contact with did not think it worth while playing the hypocrite with a lad of his years, his early studies in human nature were much easier to him by the distinctness of the print. Thus he deve-loped the bump of acquisitiveness to the prejudice of his organs of veneration, while his common sense and common courtesy constrained him to become an accomplished dissembler.

At last he caught the tide on the turn that carried him to fortune. A literary English-man on his way from Italy to Paris retained him as his cicerone to Voltaire's Chateau of Ferny, and was thunderstruck at the acquaintance the out-at-elbows young Swiss displayed with the life and writings of the great philopher. Louis, who was blessed with an admirable memory, was only airing his recollec-tions of the conversation of a couple of days before. But he took good care not to let the cat out of the bag when his companion complimented him. Through life he knew when to speak and when to be silent. It ended by the Englishman carrying off his phoenix as a travelling servant. When he started Louis was as innocent as a babe of

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WEST JERSEY BAILBOADS;

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870. Trains will leave Philadelphia as follows:...From foot of Market street (upper ferry). *16 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, alliville, and way stations. 1146 A. M., Woodbury Accommodation. *16 P. M., Passenger for Bridgeton, Salem, way stations below Glassboro. *30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. *30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. *50 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations. Treight Train leaves Camden daily, at 19 M. WILLIAM J. SEWELL, Superintendent.

2P. M.

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads. The behavior of the second s

10, and 11:45 a. m., and 2:50 p. m. Additional train leaves New York for Harrisburg

at 12 o'clock noon. For particulars see Guide Books, which can be ob-tained at No. 511 Chesnut street, and at all stations,

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GERMANTOWN AND NORMS FOWN BRANCH. Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 834, 9-05, 10, 11, 12 A. M.; 1, 2, 230, 3-15, 3-45, 4-05, 4-30, 5-05, 5-45, 6, 6-30, 7, 8, 9, 10-05, 11, 12 p. m. Leave Ger-mantown, 6, 6-55, 7-30, 5, 8-20, 9, 9-34, 10, 11, 12 a. M.; 1, 2, 3, 3-50, 4, 4-45, 5, 5-30, 6, 6-30, 7, 8, 9, 16, 11 p. m. The S-20 and 9-30 down trains, 2-30, 3-45, and 5-45 p. trains will not stop on the Garmantown branch np trains, will not stop on the Germantown branch. On Sundays, leave at 915 a. m. ; 2, 4.05 7, 10.45 p. m.

Leave Germantown, S'15 a. m.; 1, 3, 6, 9'45 p. m. Passengers taking the 6'55, 9 a. m., and 6'80 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-CHESNUT HILL RAILEOAD.-Leave at 6, 8, 19, 12

CHENUT HILL RAHLEOAD.—Leave at 6, 8, 10, 12 a. m.; 2 30, 3 45, 5 45, 7, 9 and 11 p. m. Leave Ches-nut Hill at 7 10, 8, 9 10, 11 40 a. m.; 1 40, 3 40, 5 40, 6 40, 8 40, 10 40 p. m. On Sundays, leave 9 15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7 50 a. m.; 12 40, 5 40, 9 25 p. m. Fore CONSHOHOCKEN AND NORRISTOWN.—Leave At 6, 7 50, 9, 11 06 a. m.; 1 30, 8, 4, 5, 5 30, 6 15, 8 05, 10, 11 45 p. m. Leave Norristown at 5 30, 6 25, 7, 7 45, 8 500, 11 a. m.; 1 30, 3, 4 30, 6 15, 8 9 30 p. m. On San-days, leave at 9 a. m.; 2 30, 4, 7 30 p. m. Leave Nor-ristown at 7 a. m.; 1, 6 30, 9 p. m. FOR MANAYUNK.—Leave at 6, 7 30, 9, 11 05 a. m.; 1 30, 8, 4, 5, 6 30, 6 15, 8 5 30, 9 11 30 a. m.; 2, 3 50, 5, 6 45, 8 30, 10 p. m. On Sandays, leave at 9 a. m.; 2 30, 4, 7 30 p. m. Leave Manayunk at 7 30 a. m.; 1 30, 6 15, 9 30 p. m. FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6 20 a. m. and 2 30 p. M.

For PLYMOUTH.-Leave at 6 a. m. and 5 p. m. Leave Plymouth at 626 a. m. and 230 p. M. The 746 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 742, 906 a. m., and 6430 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 830 a. m., 1230 and 5 p. m. trains from New York stop at Intersection Station. 11

WEST CHESTER AND PHILADELPHIA RAUL-WEST CHESTER AND PHILADELPHIA RAUL-NOAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THI RTY-FIRST and CHESNUT Streets, as follows:--FROM PHILADELPHIA For West Chester at 745 and 11-30 A. M., 2-30, 6-15, and 11-30 P. M. Stops at all stations. For West Chester at 440 P. M. This train s ops only at stations between Media and West Che ster (Greenwood excepted). For B. C. Junction at 4-10 P. M. Stops at all sta-tions.

tions. FOR PHILADELPHIA

From West Chester at 6'80 and 10'45 A. M., a 4'56, and 6'56 P. M. Stops at all stations. From West Chester at 7'55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted). From B. C. Junction at 8'40 A. M. Stops at all stations

Stations. ON SUNDAY-Leave Philadelphia at S-80 A. M. and 9 P. M. Leave West Chester at 7-55 A. M. and

4 P. M. W. C. WHEELER, Superintendent.

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