#### A LONG SLEEP.

Says the St. Louis Times of the 4th instant: -We have recently had in our midst a most remarkable case of coma, with general auesthesia, lasting 120 hours. Emma Gray, who lives at No. 617 Green street, was attacked with epileptic convulsions early in the evening of the 27th of December, which were repeated very frequently for four or five hours. After the convulsions ceased she fell into a comatose state, in which she was utterly deprived of her senses, not being able to be aroused by powerful shocks from electric batteries or any applications which ordinarily succeed in reaching the human senses and provoking some evidence

The patient was visited by several of our prominent physicians who had heard of the phenomenon. Such cases are mentioned as being of extremely rare occurrence, and doubtless all of our disciples of Asculapius would have been dad to have witnessed this one. Watson, in his "Principles and Practice of Physic," says that after eplieptic attacks the subject has frequently been known to lapse into a stupor which lasted for an hour or two, sometimes for half a day, He says nothing of the complete loss of sensi bility, however, as was the case in this instance. Many features in the case bore a strong analogy to that of the sleeping beauty from Oblon county, Tenn. The Green street woman was in this condition from early Tuesday evening till about 10 P. M. on Saturday, during which time she breathed regularly and freely, with no distortions of her face, her eyes being just closed.

To all outward appearance she was merely enjoying a gentle sleep. She says that she came to this city from Memphis, and that about five years ago, while living remote from medical men, she fell into a similar state, which lasted nearly a week. Preparations were being made this last time to put her on exhibition, when she gave signs of returning consciousness. case is certainly a remarkable one, both as to symptoms and the duration. Emma is quite a stout, hearty girl, and looked, and really was, as well in a short time after awaking as she ever was, with the exception of paleness and weak-ness, which were the natural results of doing without food or water for so long a period.

### SWARTHMORE COLLEGE. Progress of the New Institution.

A lady whose opportunities for accuracy of statement are excellent has stated the following facts concerning the progress of "Swarthmore," the Friends' College in Delaware county, Pa.:— The institution now contains about 250 pupils. The boys' department is full, and the girls' has only one or two vacancies. A considerable maority of the whole number are members of the Society of Friends. The faculty includes sixteen professors, of whom ten are women, the chair of mathematics being filled by one of these. The girls in the institution make progress in their studies fully equal to the boys, and, as a rule, stand higher in the classes, in all departments. The boys say that this is because the girls work harder-"While we play, they study." As to this, it may be objected that in order to preserve health, sufficient outdoor exercise and recreation is an absolute necessity, and that overwork in study is an error always to be avoided.

Numerous improvements are now in progress about the institution, and the foundation of a large building for a gymnasium has been laid. It will be ready for use soon. The walks around the grounds have been laid out, and filled with a solid and enduring cement of gravel and asphaltum. Among the ornamental and shade trees, it may be remarked, with regret, that the two young oaks, growing from acorns brought by James Mott, of Philadelphia, from England, and planted in the autumn of 1869, at the formal opening of the institution, by his venerable widow, Lucretia Mott, are

## A HEROIC SCHOOLMISTRESS.

She Saves the Lives of Two Little Boys at The Independence (Iowa) Bulletin records the heroic conduct of a lady teacher of that place, Miss Maggie Cooper. The school building in which she was teaching is provided with ventilating flues, connected with the rooms by These registers are of cast-iron, weighing about forty pounds each, and are let into the wall about thirteen feet from the floor. On Monday afternoon of last week, as two little boys were working at the blackboard, directly under the register, in Miss Cooper's room, the lady happened to cast her eye in the direction of the celling, and saw to her consternation the heavy iron register was on the very point of falling on the heads of the unconscious children. Taking in the situation at a glance, she saw that the little ones could not be removed in time to avoid the impending danger; but, determined to save their lives at any sacrifice, she rushed to the spot, and extending her arms above the of the little boys, received the whole weight of the falling iron, and, by the utmost exercise of her strength, diverted it from the line of its descent to the floor, where it fell close by the side of the imperilled children. There is not the least doubt that, but for the heroic action of Miss Cooper, the lives of one or both of the boys would have been sacrificed. Miss Cooper received a severe cut in the hand,

### by the concussion as to be entirely useless. THEATRICAL SENSATION.

and for a day or two her arm was so benumbed

On Saturday evening, at a theatre in this city, says the Pittsburg Chronicle of last evening, one of the attractions was a gymnastic performance by a man and two women. The performers used a queerly-shaped iron framework, which was properly suspended from the ceiling, and ex-tended its length across the house, above the audience in the orchestra chairs. In one act the man hung by his legs from one end of the frame, and was to catch with his hands, by the ankles, one of the women who swung towards him off a small trapeze, suspended from the other end of the frame. Unfortunately the attempt failed, and the woman was pitched headlong towards the floor. As it so chanced that part of the house was crowded, and the audience spread out their arms and caught her. If the seats in that part had been empty, as frequently happens, the girl must have sustained serious injury, if not loss of life. Although it may not be quite proper for women to engage in such dangerous gymnastics, still so long as they do they have a right to have proper precautions taken for their safety, and n the case of all trapeze and other perilous performances the law should require that netting should be spread to catch the performers if they fall.

# ALLEGED HEAVY DEFALCATION.

Examination of the Prisoner. E. S. Stokes, charged with embezzling between \$25,000 and \$35,000 from the Brooklyn Oll Refinery Company, was brought up for examina-tion at the Tombs Court this morning. The room was croweed with the prisoner's friends and others anxious to hear the proceedings. Stokes entered the court, accompanied by his counsel, W. A. Beach, Esq. He was attired in the height of fashion, with a seal-skin coat, a \$10,000 diamond pin, and carried a gold-headed cane. His appearance attracted considerable attention, and he was the observed of all observers. The first witness called was Mr. William A. Byers, Treasurer of the Brooklyn Oll Refivery Company, at whose Instance Stokes was arrested, who testified that the prisoner had obtained from the Devoe Manufacturing Company the sum of \$20,000 on two checks of \$10,000 each. The checks were numbered 7908 and 7912, drawn on the Importers' and Traders' Bank, and signed by F. W. Devoe. Mr. Stokes was superintendent of the oil refinery, and claims that he can show that he did not procure the funds fraudulently .- N. Y. Commercial Advertiser of yesterday.

—M. Marie Davy is now in Paris, engaged in meteorological observations, while M. Chapelas Coulvier Gravier keeps his watch from the Luxemburg Palace for falling stars. M. Davy publishes regularly the records of the observations in the Comptes Rendus and the Journal Official. He has given a description of several meanifecents entered displays. magnificent auroral displays.

PROPOSALS.

UNITED STATES MAILS. POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1870. PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 20, 1872, on the foliowing routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 20 following.

March 30 following:—
2365 From Butler, by North Oakland, Barnhart's
Mills, Baldwin, and Bruin, to Lawrenceburg,
12 miles and back, three times a week. Leave Sutier Monday, Wednesday, and Friday, Arrive at Lawrenceburg by 4 P. M.;

Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.; Arrive at Butier by 4 P. M. rom Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week. Leave Liberty Corners Saturday at S A. M.; Arrive at New Era by 12 M.; Leave New Era Saturday at 1 P. M.; Arrive at Liberty Corners by 5 P. M.

Arrive at Liberty Corners by 5 P. M. 2684 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week. Leave Bedford Tuesday and Friday at 3 P. M.; Arrive at Imlertown by 5 P. M.; Leave Imlertown Tuesday and Friday at S A.

Arrive at Bedford by 10 A. M. From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and Leave West Bingham Tuesday and Saturday at Arrive at Spring Mills by 5 P. M.; Leave Spring Mills Tuesday and Saturday at 12

Arrive at West Bingham by 2 P. M. 2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.; Arrive at Christiana by 6 P. M.; Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;

Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 Frem Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.; Arrive at Brady by 11 A. M.

Leave Brady Saturday at 1 P. Arrive at Horton's by 4 P. M. Proposals for more frequent service invited.
From Osceola Mills, by Houtzdale and Madera,
to Smith's Mills, 15 miles and back, twice a Leave Osceola Mills Tuesday and Saturday at A. M.; Arrive at Smith's Mills by 12 M.;

Leave Smith's Milis Tuesday and Saturday at 1 Arrive at Osceola Mills by 6 P. M. 2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week. Leave Hanlin station Saturday at S A. M.; Arrive at Bethany by 12 M. ; Leave Bethany Saturday at 1 P. M. Arrive at Hanlin Station by 5 P. M.

Proposals for more frequent service invited. From Troy Centre (no office) to Tryonville, 6 miles and back, once a week. Leave Troy Centre Saturday at 10 A. M.; Arrive at Tryonville by 12 M.; Leave Tryonville Saturday at 1 P. M.; Arrive at Troy Centre by 3 P. M. Proposals invited for service twice a week, on

Wednesday and Saturday. 2642 From Flicksville (no office) to Penargii (no Bidders will state distance and proposed sche-

dule of arrivals and departure.

2c43 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.

Arrive at Coopersburg by 6 P. M. 2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M. Arrive at Pierceville by 9 A. M.

Leave Pierceville Tuesday, Thursday, and Sa-Arrive at Dixon by 12 M.

from Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Sigler-

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week Leave Sandy Lake Tuesday and Saturday at Arrive at Utica by 6 P. M. ;

Leave Utica Tuesday and Saturday at 7 A. M. Arrive at Sandy Lake by 10 A. M. Proposals for an additional weekly trip on Thursday invited. Thursday invitor, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to Mc-

Kee's Half Falls, 18 miles and back, once week. Leave Millerstown Saturday at 6 A. M.; Arrive at McKee's Half Falis by 12 M.; Leave McKee's Half Falis Saturday at 1 A. M. Arrive at Millerstown by 7 P. M. 2648 From Edge Hill Station (no office), by Fitzwa-

tertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections Edge Hill Station with regular mail trains. 2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool. 15 miles— only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and

back, once a week. Leave Newport Saturday at 3 P. M.; Arrive at Montgomery's Ferry by 6 P. M. Leave Montgomery's Ferry Saturday at 7:30

A. M.;
Arrive at Newport by 10:30 A. M.
From Tobyhanna Mills to South Sterling,
miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.; Leave South Sterling Saturday at 7 A. M. ;

Arrive at Tobyhanna Mills by 10 A. M. 2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week. Leave North East Saturday at 2 R. M.; Arrive at Wattsburg by 6 P. M. Leave Wattsburg Saturday at 6 A. M.; Arrive at North East by 10 A. M. Proposals for an additional trip on Tuesday in-vited.

vited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummer-field Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the post-

masters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.

Leave Wyalusing Tuesday, Thursday, and Saturday, at 11-30 A. M.—or after arrival of mail train:

train; Arrive at Herrick by 2-30 P. M.; Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;

day, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.
2654 From Russeil Bill to Kelserville (no office), 2½
miles and back, once a week, by a schedule
satisfactory to the postmaster.
26 From Phonixville, by Pickering and West
Pikeland, to Chester Springs, 7 miles and
back, three times a week.
Levy Phonixville Thesday, Thursday, and

Phœnixville Tuesday, Thursday, and Saturday at 12 M.; Arrive at Chester Springs by 2 P. M.; Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;

Arrive at Phoenixville by 8:30 A. M.
1656 From Cochransville to Londonderry, 2% miles
and back, three times a week, by a schedule
satisfactory to the Postmaster at London-2657 From Lanark to Alientown, 4 miles and back,

three times a week, by a schedule satisfactory to the Postmaster at Lanark. 2658 From Trunkeyville to Fagundus Forest (no office), I mile and back, three times a week by a schedule satisfactory to the Postmaster.

2659 From Carrelltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once

Leave Carrolltown Saturday at S A. M.;

Leave Carrolltown Saturday at S A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 6 P. M.

2066 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.

Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and

Steam Valley (no office), to Trout Run, 15 | miles and back, once a week. Leave Liberty Saturday at 7 A. M.; Arrive at Trout Rnn by 12 M.; Leave Trout Run Saturday at 1 P. M. :

Arrive at Trout Run by 6 P. M. Proposals invited for more frequent service. NOTES. Proposals must be to carry the mail with 'gelerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

or judge of a court of record.

No pay will be made for trips not performed, and for each of such emissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals as far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiting. Fines will be imposed, unless the definquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for sufering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a order an increase of service by allowing therefor a provata increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a pro rata compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superseribed "Proposals, State of Pennsylvania," and

For forms of proposals, etc., and other informa-tion, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL, 19 eod tM1 Postmaster-General.

#### MAILROAD 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 Dally Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
700 A. M. (Accommodation) for Fort Washing-ten.

ten. At7'86 A.M. (Express), for Bethlehem, Easton, Alientown, Maueh Chunk, Wilkesbarre, Williams-port, Mahancy City, Hazieton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE BALLWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

in the Great West

8 26 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essez Ratireads.
11 A. M. (Accommodation) for Fort Washington
1 16 and 5 20 and 8 15 P. M., for Abington,
1 45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2 30 P. M. (Accommodation) for Doylestown.
At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.
4 16 P. M. (Mail) for Doylestown,
5 00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.
6 20 P. M. (Accommodation) for Lansdale.

6 20 P. M. (Accommodation) for Lansdate. 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 TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

26 F. M. Doylestown at 8:25 A. M., 4:40 and 6:35 P. M. Lanedale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M. Abington at 235, 6 66, and 9 35 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M. Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4 00 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent 1870. -FOR NEW YORK-THE CAMID to Railroad Companies' lines from Philadelphia and to New York and Way Places.

At 7 A. M., Mail and Accommodation, As Clamden and Amboy, and at 3:30 P. M., Accommodation, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta-

At 7 A. M. and 3.80 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8.30, and 5 P. M. for Trenton.

FAt 7 and 10 A. M., 12 M., 2, 8-30, 5, 6, 7, and 11-20 P. M. for Bordentown, Florence, Burlington's Edgewater, Beverly, Delanco, Edverside, 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

Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:26, 3:10, 5:30, 6:45 and 12
P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7:30 and 9:45 A. M., 1:20, 3:10, 5:39, 6:45, and 12 At 7:30 and 9:45 A. M., 1'20, 3'10, 5'39, 6'45, and 12 P. M. for Trenton:
At 9:45 A. M. 1'20, 6'45 and 13 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torresdele,
Holmesburg Junction, Tacony, Wishnoming,
Bridesburg, and Frankford.

Sunday Lines leave at 946 A. M., 645 P. M., and BROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenten and Bristel, and at 9:30 A. M. and 6 P. M. for

Bristol. At 7:30 A. M., 2:30, and 6 P. M. for Morrisville At 7:30 A. M., 2:30, and 6 P. M. for Morrisville and Tullytown.
At 7:30 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 Bustieton, Holmesburg, and Holmesburg Junction.
At 7 and 9:30 A. M., 12:30, 2:20, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. VIA BELVIDERE DELAWARE RAILROAD,

At 7-80 A. M. for Niagara Falls, Buffalo, Bunkirk, Elmira, Rochester, Syracuse, Great Hend, Wilkesbarre, Schooley's Mountain, etc.
At 7-80 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

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

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

intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILBOAD.

At 646 and 11 A. M., 1, 236, 330, 6, and 630 F. M.,
and on Thursday and Saturday nights at 11:30 F.

M. for Merchantsville, Moorestown, Hartford,
Masonville, Hainesport, and Mount Holly.

At 646 A. M., 230 and 630 P. M. for Lumberton and Medford. Att 45 and 11 A.M., 3 30, 5, and 6 30 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

At 6:45 A. M., 1 and 8:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Uream Ridge, Imiaystown, Sharon, and WM, H. GATZMER, Agent. Dec. 12, 1870.

PHILADELPHIA AND ERIS RAILBOAD. On and after December 4, 1870, the trains on the Philadelphia and Eris Railroad will run as follows from 1 ennsylvania Railroad Depot, West Pfilia-

MAIL TRAIN leaves Philadelphia Williamsport ERIE EXPRESS loaves Philadelphia 12 20 A.

Williamsport 8 50 P. ELMIKA MAIL leaves Philadelphia - 9-39 A. M.
Williamsport 6-35 P. M.
warrives at Look Haven 7-50 P. M. BASTWARD.

MAIL TRAIN leaves Eric Williamsport - arrives at Philadelphia 6.50 A ERIE EXPRESS leaves Erie - 9 00 1 Williamsport 8 25 2 arrives at Philadelphia 6 30 7

arrives at Philadelphis 6 30 P. M.

ELM IRA MAIL leaves Lock Haven - 8 16 A. M.

Williamsport 9 25 A. M.

arrives at Philadelphia 5 30 P. M.

BUFFALO EXP. leaves Williamspert 12 35 A. M.

Sumbury - 2 30 A. M.

"Sumbury - 2 30 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 Orock and Alleghony River Railroad.

WM. A. HALDWIN,

General Superintendent.

RAILROAD LINES.

THILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets, Until further notice trains will Leave and Arrive as folows :-

P. M. Phila, & Pottsvie W. Train. 4:30
Pottstown Accommo. 4:00
Read'g& Pottsv'e Ac. 4:45
ON SUNDAYS, A. M. To Reading. 8:00
P. M. To Pottsville. 3:15
The Sunday trains connect. with similar trains on

The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Ratiroads. For Downingtown and points on Chester Valley Railroad, take 7:30 a m., 12:30 aoon, and 4 p. m. For Schwenksville and points on Per-kiomen Rail-For Mt. Picasant and points on Per-kiomen Kall-For Mt. Picasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST.

m., passing Reading at 1.55 and 10.05 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3-10,

Trains leave New York at 2000 a, m. and 5000 p.

910, 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 obtained at No. 511 Chesnut street, and at all stations,

without charge,
Season, School, Mileage, and Commutation Tickets
at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolla, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Bag-gage Express. Orders left at Depot, or at No. 225 S. GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green. Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9°05, 10, 11, 12 A. M.; 1, 2, 2 30, 3°16, 3°45, 4°05, 4°30, 5°05, 5°45, 6, 6°30, 7, 8, 9, 10°05, 11, 12 p. m. Leave Germantown, 6, 6°05, 7°30, 8, 8°20, 9, 9%, 10, 11, 12 a. M.; 1, 2, 3, 3°50, 4, 4°45, 5, 5°30, 6, 6°30, 7, 8, 9, 1e, 11 p. m. The 8°20 and 9°30 down trains, 2°30, 3°45, and 5°45 up trains, will not stop on the Germanto on branch. On Smutaga leave at 9°38 a m. 3 3°38 7 10°38 p. 10. On Sundays, leave at 9:18 a.m.; 2, 4:95, 7, 10:45 p.m. Leave Germantown, 8:15 a.m.; 1, 3, 6, 9:45 p.m. Passengers taking the 6:55, 9 a.m., and 6:30 p. ir. trains from Germantown, will make close connection with the trains for New York at Inter-

section Station. CHESNUT HILL RAILBOAD .- Leave at 6, 8, 10, 12 CHESNUT HILL RAILBOAD.—Leave at 6, 8, 10, 12 a. m.; 2 30, 3 45, 5 45, 7, 9 and 11 p. m. Leave Chesnut 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.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7 30, 9, 11 05 a. m.; 1 30, 3, 4, 5, 5 30, 6 25, 7, 7 45, 8 25 0, 11 a. m.; 1 20, 3, 49, 6 15, 8 20, 6 25, 7, 7 45, 8 20, 11 45 p. m. Leave Norristown at 5 30, 6 25, 7, 7 45, 8 25 0, 11 a. m.; 1 20, 3, 49, 6 15, 8 20, 6 20, 7, 70, 8 30, 8 20, 8 20, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30, 8 30,

11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 5:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1.5:20, 9 p. m.

FOR MANAYUNE.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:25, 7:30, 8:10, 11:20 a. m.; 2, 3:20, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:20, 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 2:20 p. M.

Leave Plymouth at 6:20 a. m. and 2:20 p. M.

The 7-to a. m. train rom. Norristown will not stop
at Magee's, Potts' Landing, Domino, or Schur's Lane.
Passengers taking the 7:12, 9:05 a. m., and 6:30
p. m. trains from Ninth and Green streets will
make close connections with the trains for New
York at Intersection Station. The 8-30 a. m., 12-30 and 5 p. m. trains from New York stop at Intersection Station,

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.
The trains of the Fennsylvania Central Railroad
leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Martest 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

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 can for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Pittsburg Express 8.00 A.M. 9.40 A.M. Mali Train Lock Haven and Elmira Express 940 A. M. Paoil Accommodation, 1010 A.M. & 110 and 710 P.M. Fast Line 1240 P. M. Harrisburg Accommodation . Parkesburg Train
Cincinnati Express
Cincinnati Cincinn

Cincinnati and Pacific Express leaves daily. 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. 118 Market street.
Sunday Train No. 1 leaves Philadelphia at 8:49
A. M.; arrives at Paoli at 9:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 0:40 P. M.; arrives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 5:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6 20. THAINS ARRIVE AT DEPOT. Uncinnati Express 8:10 A. M.
Philadelphia Express 7:00 A. M.
Krie Mail 7:00 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:50 & 6:40 P. M. Parkesburg Train Fast Line and Buffalo Express . Lancaster Train Rrie Express
Lock Haven and Eimira Express
Pactific Express
Southern Express
Harrisburg Accommodation 5.45 5.46 P. M. 3.25 P. M.

Pacil Accommodation, No. 4 . . . 10 to P. M
For jurther information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WAILACE, . 10 50 P. M.

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.

General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAIL-V ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870,

ON AND AFTER MONDAY, October 17, 1819,
Trains will leave and arrive at the Depot, TillRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11:20 A. M., 2:30,
6:15, and 11:20 P. M. Stops at all stations.
For West Chester at 4:40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted). Greenwood excepted). For B. C. Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 630 and 1045 A. M., 155, 445, and 655 P. M. Stops at all stations.

From West Chester at 755 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 ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7 to A. M. and 4 P. M. W. C. WHEELER, Superintendent, 10 14

WEST JERSEY RAILBOADS. FALL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1870,
Trains will leave Philadelphia as follows:—From
foot of Market street (upper ferry),
8 th A. M., Passenger for Bridgeton, Salem,
Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
5 16 P. M., Passenger for Cape May, Millville, and
way stations below Glassbero.
5 30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5 50 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Cammen daily, at 12 M.,
WILLIAM J. SEWELL, Superintendent. RAILROAD LINES.

PHILABELPHIA, WILMINGTON: AND BAL-TIME TABLE. COMMENCING MONDAY, NOVEMBER 21, 1870.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Way Mall Train at 230A M. (Sundays excepted), for Battimere, 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 Seaford with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rati-

Express Train at 11'45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wil-mington, Ferryulle, and Havre-de-Grace. Con-tects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore 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 Hun.

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 Magnelia. Passengers for Fertress Monroe and Norfolk will take the 1145 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 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 Fulladelphia. 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 4.50 P. M. trains for Baltimore Conral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia, —Leave Balti-more 7:25 A. M. — 7 Mail; 9:35 A. M., Express; 2:35 P. M., Express, 1:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolla, Perrynan's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Station, Newport, Wilmington, Claymont, Lin-wood, and Chester.

wood, and Chester On Sundays, leave Philadelphia for West Grove and intermediate stations at 5 00 A. M.: returning,

icit West Grove at 3.55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Observed street, under Continental Hotel, where siss State Rooms and Borths in Sleeping Cars car 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.

NEW JERSEY SOUTHERN RAILROAD LINE, NEW ROUTE NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with

WILL DE TUTDISHES WITH SPLENDID PALACE CARS, NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:- LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street. at 645 A. M. Accommedation and 430 P. M. Ex-

press. LEAVE PHILADELPHIA. from foot of WALNUT Street, at 7.00 A. M. Accommodation and 3.30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook

TRAL RAILROAD,—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash

For Oxford Wednesdays and Saturdays only at For Chadd's Ford and Chester Creek Railroad at 7 A. M., 70 A. M., 430 P. M., and 7 P. M. Wednes days and Saturdays only 230 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 430 P. M. connect at Chadd's Ford Junction with the Wilminston and Reading Fallroad.

Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 4-25 P. M., on arrival of trains from Balti-Oxford at 6-05 A. M., 10-35 A. M. and 5-30 P. M. Suedays at 5-30 P. M. only. Chade's Fordiat 7-26 A. M., 11-58 A. M., 3-55 P. M., and 6-49 P. M. Sundays 6-49 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding

hundred dollars, unless special contract is made for the same. HENRY WOOD, the same. General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Street and WASHINGTON Ave-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 on Saturdays only, at 2 30 P. M. For Chadd's Ford and Chester Creek Rallro For Chadd's Ford and Chester, Creek Rallroad, at 7. M., 10 A. M., 430 P. M. and 7 P. M. Saturdays only, at 2.30 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. connect at Chadd's Ford Junction with the
Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 2.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore,
Oxford at 6.05 and 10.25 A. M., and 5.30 P. M. Sundays at 5.30 P. M. only.
Chadd's Ford at 7.26 A. M. 11.58 A. M., 3.55 P. M. and 6.49 P. M. Sundays at 6.49 P. M. only.
HENRY WOOD, General Superintendent.

ENGINES, MACKINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary: having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every having acts of patterns of different sizes, are prepared to execute orders with quick despatch. Every
description of pattern-making made at the shortest
notice. High and Low Pressure Fine Tubular and
Cylinder Boilers of the best Pennsylvania Charcoal
Iron, Forgings of all size and kinds. Iron and
Brass Casings of all descriptions. Roll Turning,
acrew Cutting, and all other work connected
with the above business.

Drawings and specifications for all work done
the establishment free of charge, and work gua

the catablishment free of charge, and work gua ranteed.

The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO. PHILADELPHIA, PA.,

Manufacture Plain and Galvanized
WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers,
Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
5 1 No. 42 N. FIFTH STREET.

AUD FION BALES.

HENRY W. & B. SCOTT. JR. AUCTIONEERS AND COMMISSION MERCHANTS,

No. 1125 CHESNUT Street, Until negetiations for a permanent and eligible location, now pending, are consummated, sales on the premises receive prompt and personal atten-

M THOMAS & SONS, AUCTIONEERS, NOS. 189 and 141 S. FOURTH Street.

Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, Fire-proof Sares, Office Furniture, Hair Mattresses, Feather Bess, Fine Window Curtains, Unita, Glassware, Stoves, Fine Carpets, Etc. On Thursday Morning,

Jan. 12, at 9 o'clock, about 500 lots superior House-hold rurniture, comprising a general assortment. Also, 2 rosewood planos. Also, a large and superior fire-proof safe, made by Also, 2 suberior fire-proof safes, made by Lillie. Also, 4 suits fine damask window currains. 1 10 2t

SALE OF VALUABLE OIL PAINTINGS AND ENGRAVINGS.
On Saturday Morning.
Jan. 14, at 11 o'clock, a collection of very valuable paintings, including some choice pieces presented to the late Dr. N.Chapman by Joseph Bonaparte (Count Survilliers), among which will be found an original "La Charite," by Schidone, and a fine architectural picture by Canaletto; also, portraits of Chief Justice Marshall, by Inman, and of Dr. Rush, by Sully. The catalogue also includes 12 fine specimens of C. Krieghoff, landscapes by Doll, H. Seeflsch, W. Mayerheim, C. J. de Vogel, etc.; Aquarells by Verbekhoven, Professor Schreder and Professor Guaglio; a fine marise by Lepoittevin, and a number of rare engravings. engravings.

The collection is arranged for inspection in the second-story salesroom of the auction store, 176t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

SALE OF CORNICES, CURIOSITIES, MINERALS, ETC., ETC. On Wednesday afternoon, At 3 o'clock, at the auction store, No. 1110 Ches-nut street, will be sold a collection of United States silver and copper coins, medals, tokens, books, minerals, shells, etc. 1t

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY, CHAMBER AND DINING-ROOM FURNITURE, Elegant English Brossels and other Carpets, two Rosewood Piano-fortes, Walnut Secretaries and Bookcases, Wardrobes, Easy Chairs, Library, Centre, and Office Tables; Desks, Spring and Hair Mattresses, Feather-beds, China, Glassware, Cutlery, Mirrors, Second-hand Furniture, Stoves, Etc., Etc.

On Friday Morning, At 90 clock, at the auction store, No. 1110 Chesnut At 90 clock, at the auction store, No. 1110 Chesnut street, will be sold a large and elegant assortment of new and second-hand furniture, carpets, mirrors, mattresses, planos, plated ware and cutlery, pletures, china, glassware, stoves, etc.

SPECIAL SALE OF THE FURNITURE AND FIXTURES OF A LADIES' SEMINARY, TWO ROSEWOOD PIANOS, GYMNASIUM, ETC.

On Friday Morning,

At 10 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, for account of whom it may concern, the furniture of a ladies' seminary, compri-

concern, the furniture of a ladies' seminary, comprising two rosewood 7-octave plano-fortes, made by Haines & Brothers, nearly new; 24 Uhlinger's patent school desks, blackboards, gymnasium, maps,

Also tapestry and ingrain carpets, extension table, reps and haircloth parlor furniture, bureaus, bed-ROSEWOOD PIANO-FORTES. On Friday Afternoon. At 1 o'cleck, will be sold 2 resewood plane-fortes,

At 1 o'clock, will be sold 2 resewood plane-fortes, grand plane, etc.

INVOICE OF FINE WINES AND LIQUORS.
To be sold at 1½ o'clock, on account of whom it may concern—Six gallons of old French brandy, 6 do. old blackberry brandy, 8 do. old rye whisky, 5 do. sherry wine, 3 do. Hellaud gin, 1 do. Scotch whisky, 5 do. cherry brandy, 3 do. Port wine, 4 do lavender brandy, 2 do. Jamaica rum, 2 do. apple brandy.

LARGE STORE SHOW-CASE, WITH DOORS; OUTSIDE SHOW-CASE, SET OF HARNESS, ETC.

At 2 o'clock will be sold one large store show-case with glass doors, suitable for silver-plated ware or fancy goods; one small out-door show-case, one see OFFICE FURNITURE .- At the same time will be sold wainut office railing, desks, and counter. 1 11 24

MARTIN BROTHERS, AUCTIONEERS, No. 704 Chesnut street. POSITIVE SALE. FROM A FIRST-CLASS RETAIL HOUSE\_VERY
FINE RUSSIAN SABLE, HUDSON BAY SABLE,
FINE MINK, Royal Ermine, Squirrel, and Fine

Children's Furs.
On Thursday Morning,
January 12, at 10% o'clock, 130 sets fine furs, embracing extra fine Russian sable, elegant Hudson Bay sable, sets fine Hudson Bay and other mink, royal ermine squirrel, Alaska mink, C Grebe, Astrachan, and children's furs, etc. This sale will comprise some of the finest sets of

Every lot guaranteed perfect, and sold separate. May be seen this afternoon. BY MAGILL, FARREL & CO., AUCTIONEERS, No. 318 MARKET Street.

PEREMPTORY SALE BY AUCTION OF THE ENTIRE FURNISHMENT OF THE HOTEL KNOWN AS THE WASHINGTON HOUSE, NOS. 700 AND 711 CHESNUT STREET, BY CATALOGUE.

On Thursday Morning,
January 12, 1871, commencing at 9 o'clock. Including—Parior, chamber, dining, sitting, and barroom furniture: mirrors, oil paintings; gas fixtures.

room furniture; mirrors, oil paintings; gas fixtures, Further particulars in future advertisements.

Bunting, Durborow & Co., Auctioneers, Nos. 282 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. CONCERT HALL AUCTION ROOMS, No. 1818

CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-niture 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 C IRCUS AT AUCTION.— Great sale of Circus property at Raleigh, N. C., on MONDAY, January 30, 1871, consisting of the entire Stock and Fixtures of Dr. James L. Thayer's New Circus, lately travelling in the South; every-thing necessary for a first-class circus;-

42 first-class Horses. 8 first-class Ring Horses. 3 first-class trained Pad Horses, 2 Trick Mules, the best in the business.
12 Platform Spring Wagons, nearly new.
Ticket Wagon; Performers' Wagon, nearly new.
Band Wagon, Concord built, nearly new; cost

Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas. 25 sets Double Harness, almost new. 20 Bridles and Saddles almost new. A complete ontfit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instru-ments for brass band, and other articles too nume-

All the above property will be sold to the highest bidder for cash T. E. LEE, Sheriff Wake county, N. C. N. B .- Nine experienced drivers and hostlers can

e employed on reasonable terms. 12 29tJ30 OLD OAKS GEMETERY COMPANY

OF PHILADELPHIA. This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,

NO. 518 WALNUT STREET, Or at the Cemetery, where all information needed will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station\* on the Germantown Railroad, and convey them to

ALFRED C. HARMER, President.

MARTIN LANDENBERGER, Tress. MICHAEL NISBET, Sec'y. 105 wfm 6m

A LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES NO. 96 NORTH AND THE STREET,
PHILADELPHIA. BLUAR CATTE ALBEANDER G. CATTERL.

the Cemetery and return, free of charge.