THE DAILY EVENING TELEGRAPH-PHII ADELPHIA, WEDNESDAY, MARCH 1, 1871.

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John F. Graff, Esq., long and favorably known as "Graybeard," of Forney's Press, contributes a highly interesting article under the above title to the current number of the Washington Sunday Chronicle, a portion of which we quote:--

I shall always cherish with peculiar delight the recollections of my visit to the Old World, and the felicity I experienced in mingling with its people, admiring its monu-ments of art, architecture, and literature, and sauntering among its ruins. What I propose now, however, is a brief description of an incident in my European experience more strange than pleasing—my visit to the great Money Exchange of the French metropolis, or Palace de la Bourse.

In accordance with my natural tendency to violent transitions, I made it a rule while abroad, whenever it was practicable to do so. to witness in quick succession the great op-posite extremes. I drove through the Bois de Boulogne and descended the Catacomba on the same day for precisely this reason:-In the former I encountered Parisians, gay. dashing, superb, hilarious above ground; in the latter I saw the disjointed skeletons of their fathers and kindred, assorted and stelved like the wares of a merchant, in a grim, awful, ghastly cavern of the dead.

My visit to La Bourse was a scarcely less striking transition from the crypts of the Pantheon. In the latter I had examined the tombs of Mirabau, Marat, Voltaire, and Rosseau, and been well nigh deafened by the thundering and very remarkable echoes of the place, sounding as if the immense structure was being battered to its base by successive volleys of artillery. In the former I was about to hear, not the dead sounds of subterravean masonry, but, as it seemed to me, the living echoes of hell itself.

First, as the name. Bourse in French, Borse in German, and Birza in Russia, are supposed to have their origin in the belief that the first gathering of the kind occurred early in the sixteenth century at Bruges, in Belgium, in the house of a M. Van der Beurse. This is not the only instance in which the Dutch have led the van in popular modern ideas.

The Paris Bourse is situated in the very heart of the city, and occupies an entire square, with streets on its four sides, the edifice itself being surrounded by a colonnade of sixty-six Corinthian pillars, and presented a very imposing appearance as we approached its western front from Rue Vivienne. The area of this structure is 212 by 126 feet, and its four corners are embellished by statues representing Industry, Agriculture, Commerce, and Navigation.

The time of commencing business at this institution is 12 o'clock; its hour of adjournment 3 P. M.; and as I had learned that its most appalling climax was usually reached at 1.30, I directed my driver to land me there at that hour. It was 1'20 when I arrived. The street in front was densely thronged with vehicles. It was a beautiful October day, and for a few moments I kept my seat in the open voiture de place, surveying the stately edifice and the excited crowd of at least two hundred men that surged beneath the western portico. I was full fifty paces from the entrance, but the sound that issued from within was quite audible, and suggested the "rushing, mighty wind" employed as a figure to describe the advent of the

TEN MINUTES IN THE PARIS BOURSE. | the fury raged as if the lower regions had suddenly been deserted-as if, in fact, a very host of "rich men" had come up from their sulphurous den to make a raid on the Abrahams inside the railing, cr at least to cry aloud across the impassable railing for the cooling draught; but as there were probably no Lazaruses on either side of the "gulf" in this instance, the fires in the throats of the suppliants could only rage. I observed at this part of the room that the men's eyes protruded farther from their sockets; that their expression of countenance was more frantic, and their gestures more vehement. Here come three fellows rushing through the crowd, looking like madmen. Rapid locomotion is of course impossible, and their faces lock as if their eager souls were bent upon making a certain point at the peril of losing their bodies, if not their breeches. They have evidently just been executing orders with limited time, and must see their princi-

pals instantly or lose their commissions. The entire spectacle here presented (considering that the actors are not starving beggars, but men of wealth; that they are not untutored savages, but leaders of the world's etiquette and refinement) is the most sicken-ing commentary upon what we call "advanced civilization" that I have ever witnessed. The very sight of it robs one's nerves of electric force; and after enduring the torture for ten minutes I made my way out as if escaping from hell.

In the comparative quiet of the street the recollection of the Catacombs, with their myriads of human bones quietly laid at rest, was an agreeable relief, and it occurred to me that to the members of the Paris Bourse this subterranean receptacle of the dead ought to be a "consummation devoutly to be wished."

-Holt county, Mo., advertises for a schoo

teacher with plenty of muscle. -A Montreal man has been fined \$2 for an aggravated assault upon a man who interfered to prevent his beating his sister.

-A dog, which was shut up in a church in Taunton, Mass., for five days, made sad havoc with the hymn-books in the vain search for something to appease the pange of hunger. —Some commotion has been caused in some

Western cities by the publication of statistics from the census reports, giving the amount of real and personal property of large owners. —The wedding trip of a rural couple in Con-

necticut consisted of a ride into New Haven in their own wagon, and then a trip over the street railroad from one end to the other and back again.

-Poultry of all kinds is now cheaper in Boston than it has been at this season for many years. Good turkeys sell for 15 and 23 cents, chickens at 12 and 23 cents, and frozen lots still lower.

-Twenty wives of Wolcottville recently took a sleigh-ride to Winsted, without their hus-bands, and in their bills at the hotel were charged with a box of cigars and a basket of champagne.

-A blast in a Vermont quarry, last week, in which seventeen kegs of powder were used, threw a block of marble forty feet long, thirty feet wide and eighteen feet deep, thirty feet, and broke it into innumerable pieces.

-A man is now on trial in Jefferson City, Mo., for murdering another by hitting him in the head with a stone at a polltical meeting eighteen years ago. He escaped to California, but recently returned, and was recognized.

-Judge Linton H. Stephens has been making a speech in Augusta, Ga., in which he proclaimed the reconstruction measures to be a nullity, and counseled his hearers against accepting the situation.

-A far Western paper recently appeared with two columns blank, with the exception of the note: 'By Telegraph-Special Despatches to the Pacific Tribune. This is where the telegraphic news ought to be; but as we didn't receive any we can't put it here." --Miss Sarah Wilson, who gave \$30,000 to the Wilson Female College, near Chambersburg, died last week at the age of seventy-five years. She had given large sums for other good purposes. She left an estate valued at about \$059,000, and died intestate. -We cannot youch for the truth of the statement that a Democratic editor out West declares that of course we don't want San Domingo, because it is only a big rock, situated south of Florida, in the Mediterranean Sea, being a hilly climate, and unable to support life with any degree of comfort. -There are said to be very few deaf and dumb colored persons. In Virginia, so far as is known, there is but one negro thus afflicted. In the Illinois Asylum there are two deaf mute colored young girls who found their way thither during the war, nobody knows whence or how. -An up-country paper, two weeks ago, asked its readers:---"Has there been a clandestine marriage in town during the past week? Madame Rumor whispers softly as yet." After the whole community had speculated upon the mysterious affair for a week, and at least five couples had been pointed out as undoubtedly the parties alluded to, this vile newspaper came out and said that the item had no foundation whatever, and "was only given publicity in order to bring before our people a forcible illustration of the fact that we are prone, as a people, to gossip."

RAILROAD LINES.

DHILADELPHIA AND BEADING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive

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. Nicolis, 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.

gage Express. Orders left at Depot, or at No. 225 S. Fourth street. GERMANTOWN AND NORRISTOWN BRANCH. Depot. Ninth and Green. Trains leave for Germantown at 6, 7, 8, 834, 9405, 10, 11, 12 A. M.; 1, 2, 250, 345, 345, 4405, 4530, 5405, 545, 6, 6530, 7, 8, 9, 10405, 11, 12 p. m. Leave Ger-mantown, 6, 655, 730, 8, 8520, 9, 934, 10, 11, 12 a. M.; 1, 2, 8, 350, 4, 445, 5, 5530, 6, 630, 7, 8, 9, 16, 11 p. m. The \$20 and 950 down trains, 230, 345, and 545 up trains, will not stop on the Germantown branch. On Sundays, leave at 945 a. m.; 2, 4405, 7, 1045 p. m. Leave Germantown, 845 a. m.; 1, 3, 6, 945 p. m. Passengers taking the 655, 9 a. m., and 650 p. m. trains from Germantown, will make close connection with the trains for New York at Inter-section Station.

Connection with the trains for New York at Inter-section Station. CHESNUT HILL RAILROAD.—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. FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6 7'200, 9, 11'05 a. m.; 12'0, 8'45, 5'20, 5'10

FOR CONSHOHOCKEN AND NORRISTOWN.—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 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 Sun-days, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Nor-ristown at 7 a. m.; 1, 5:30, 9 p. m. FOR MANAYUNK.—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, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 8:30, 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.; 1:40, 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.

Leave Plymouth. - Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6:20 a. m. and 2:30 p. M. The 7:45 a. m. train from 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. traits from Ninth and Green streets will make close connections with the trains for New Vork at Intersection Station York at Intersection Station. The 8.50 a. m., 12.30 and 5 p. m. trains from New

York stop at Intersection Station.

1870.-FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 7 A. M., Mail and Accommodation, via Cam-den and Ambey, and at 3:30 P. M., Accommoda-tion, via Camden and Jersey Olty.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JANUARY 1, 1876. 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 ene square of the Denot

Wainut 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 Ches-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. 118 Market street, will receive attention.

will receive attention. TRAINS LEAVE DEPOT. Pittsburg Express Maii Train Lock Haven and Elmira Express Paol: Accommodation, 10 10 A.M.& 1 10 and 7 10 P.M. Fast Line Erie Express 12 40 P. M. Harrisburg Accommodation Parkesburg Train Cincinnati Express 8 00 P. M. Sou P. M. Sou P. M. Cincinnati Express 8 00 P. M. 5:30 P. M. 8:00 P. M. 9:50 P. M. Cincinnati Express . Brie Mail and Buffalo Express . . Pacific Express 10.10 P. M. Pacil Accommodation, No. 4 11.10 P. M. Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night pas-sengers will leave Philadelphia at 10.10 P. M.

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

Market street Sunday Train No. 1 leaves Philadelphia at 8'40 A. M.; arrives at Paoli at 9'40 A. M. Sunday Train No. 2 leaves Philadelphia at 6'40 P. M.; arrives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 6'50 A. M.; arrives at Fhiladelphia at 8'10 A. M. Sunday Train No. 2 leaves Paoli at 4'50 P. M.; arrives at Philadelphia at 6'20.

Parkesburg Train Fast Line and Buffalo Express 9:60 A. M. Lancaster Train 12:20 P. M. 12:20 P. M. Brie Express Lock Haven and Eimira Express 6.45 P. M 8 25 P. M. 5 45 P. M. 9 40 P. M. Pacific Express Southern Express Harrisburg Accommodation

. 10 50 P. M.

SAMURL 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 Hun-dred 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. 4 1202

PHILAGELPHIA, WILMINGT AND BAL-TIMORE RAILROAD.-TIME TATE. OOMMENCING MONDAY, NOVEMBER 21, 1876. Itains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at \$-20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Kallroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad at Seaford with Dorchester and Delaware Railroad. at Seaford with Dorchester and Delaware Rail-read, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocowoke Rail-

Express Train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington, scopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmingto 1 with train for New Castle.

Express Train at 4 P. M. ,Sandays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Porryville, Havre-de-Grace, Aber-At 2 and 6 P. M., for Ambey and intermediate sta. deen, Perryman's, Edgewood, Misgnolia, Chase's and Stenmer's Run.

RAILROAD LINES NORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN TERIOR NEW YORK, BUFFALO, OORBY, 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:-TO A. M. (Accommodation) for Fort Washing-ten.

A. M. (Accommodation) for Fort Washing-At 7:35 A.M. (Express), for Bethlehem, Easton, Al-ientown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy Oity, Harleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RALL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Ohicago, San Francisco, and all points in the Great West.
 8:26 A. M. (Accommodation) for Doylestown.
 9:45 A. M. (Accommodation) for Doylestown.
 9:45 A. M. (Accommodation) for Doylestown.
 9:45 A. M. (Accommodation, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads.
 11 A. M. (Accommodation) for Fort Washington

Morris and Esseeg Raireads. In A. M. (Accommodation) for Fort Washington 1'16 and 5'90 and 5'16 P. M., for Abington. 1'46 P. M. (Express) for Bethlehom, Easton, Al-lentown, Mauch Chunk, Mahanoy Olty, Wilkes-barre, Pittston, and Hasleton.

OF MODERN PAINTINGS. Among the artists' contributions will be found specimens by the following artists:--E. D. Lewis, J. B. Sword, W. Weisman, Chapia, Ream, Bisp-ham, Geriach, S. B. Waugh, H. Helinick, R. H. Reed, and others. barre, Pittston, and Hanleton.
2.30 P. M. (Accommodation) for Doylestown.
At 8.30 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Allentown, and Coplay.
4.15 P. M. (Mail) for Doylestown.
5.00 P. M. for Bethlehem, Easton, Allentown,
and March (Burgh) The paintings are now arranged for exhibition, with catalogue.

SALES ON PREMISES receive prompt and personal attention.

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 11:30 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines Oity Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM Betblehem at 8.65, and 10.35 A. M.; 2.15, 5.05, and 8.25 P. M.

8-25 P. M.
Doylestown at 8-25 A. M., 4:40 and 6:35 P. M.
Lansdale at 7:30 A. M.
Fort Washington at 9:30 and 11:20 A. M., 8:10 P. M.
Abington at 2:35, 6:55, 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 7 A. M.
Tickets sold and baggage ohecked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street.
Dec. 19, 1870.

LEGAL NOTICES.

DISTRICT ATTORNEY'S OFFICE, PHILADELPHIA, Feb. 25, 1871. All keepers of hotels, taverns, restaurants, and are hereby notified that if they refuse or neglect to make application for license, and procure the same, within the time prescribed by law, and who continue to sell, will be promptly proceeded against, as re-quired by the provisions of the act of Assembly, FURMAN SHEPPARD,

District Attorney.

CITY COMMISSIONERS' OFFICE.)

No. 212 S. FIFTH STREET, PHILADELFHIA, Feb. 25, 1571.) The act of Assembly approved April 20, 1858, re-quires that all keepers of hotels, taverns, restaurants, and others selling liquor by less measure than one quart, shall make application at this office for license in the month of March only. The law in

this respect will be strictly enforced. ALEXANDER MCCUEN, THOMAS M. LOCKE, JAMES BAIN, City Commissioners.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENN-SYLVANIA. IN BANKRUPTCY. In the matter of CHARLES FELDSTEIN, Bank-

SALE OF 1000 CASES BOOTS, SHOZS, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, March 7, at 10 o'clock, on four months' credit. [3 1 5t EASTERN DISTRICT OF PENNSYLVA-

NIA, SS.: A warrant in bankruptcy has been issued by said Court against the estate of CHARLES FELDSTEIN, Philadelphia, of the county of Philadelphia and State of Pennsylvania, in said district, who has been MARTIN BROTHERS, AUCTIONEERS, A duly adjudged bankrupt, upon petition of his credi-tors, and the payment of any debts and the delivery

Peremptory Sale. 100 FINE MODERN OIL PAINTINGS BY WELL-KNOWN ARTISTS. On Wednesday and Thursday,

Br

additional charges.

OLD

March 1 and 2, at 10 o'clock, at the Auction Rooms, by catalogue, 100 fine modern oil paintings, embrac-

2 29 2t

by Enward Fost. Many other gems by artists of

L IPPINCOTT, SON & CO., AUCTIONEERS. Nos. 221 MARKET and 210 CHURCH Street.

On Friday Morning, March 3, LARGE AND ATTRACTIVE SALE BY CATA-LOGUE OF 1600 CASES BOOTS, SHOES, BRO-gans, Baimorals, Congress Gaiters, Slippers, etc. Also, fine Line Trunks, Travelling Bags and Satchels, on three months' credit. 2 25 5t

HENRY MOLTEN, AUCTIONBER. BY HENRY MOLTEN & CO.,

Salesroom, Nos. 21 and 23 MERCER Street, New York.

REGULAR TRADE SALE

FUR AND WOOL HATS

LADIES' AND GENTS' READY-MADE FURS, STRAW, FELT, AND VELVET GOODS, Every THURSDAY during the season. Cash advances made on consignments without dditional charges.

CONCERT HALL AUCTION ROOMS, No. 1913 CHESNUT Street. T. A. MCOLELLAND, AUCTIONEER.

Personal attention given to sales of household fur-

Public sales of furniture at the Auction Rooms. No. 1919 Chesnut street, every Monday and Thurs-

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

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and

beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-conitre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers

and Forks, Razor Strops, Cork Screws, etc. Ear in-

struments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all

encumbrances, on reasonable term. Purchasers can

NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed

By giving notice at the office, carriages will meet

persons desirous of purchasing lots at Tioga Station*

on the Germantown Railroad, and convey them 50

ALFRED C. HARMER, President.

BHIPPING AND COMMISSION MERCHANTS, No. 3 COENTHES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-togaturnished at the shortam soutce.

SHEARING, ROLLING AND MEASURING

S Fulling, Napping and Brushing Machines for Carpets, Cloths, and Prints. Shear both eides at once, measure accurately, rolls the goods to retain length, width, and finish. Blades repaired and ground, huperior Locar Temples, 6 9m3 GEO, C. HOWARD, 5 9m3 The Product Provide Stream Party.

6 2mi No. 17 S. EIGHTEENTII Street, Phila., PA.

MARTIN LANDENBERGER, Treas.

MICHAEL NISBET, Sec'y. 10 5 wfm 5m

M'MAHON.

see plans at the office of the Company,

the Cemetery and return, free of charge.

EASTON & MCMAHON,

will be cheerfully given.

No. 115 TENTH Street bolow Cheanut

OAKS CEMETERY COMPANY

MAGILL, FARREL & CO AUCTIONEERS, No. 818 MARKET Sircet.

Now ready for examination.

AUOTION SALES.

M 189 and 141 S. FOURTH Street.

And the second

Bale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, CABI-NET ORGAN, 10 WALNUT PARLOR SUITS, CHAMBER SUITS, MIRRORS, WARDROBES, BOOKCASES, HAIR MATTRESSES, FEATHER BEDS, CHINA, GLASSWARE, SEWING MA-CHINES, OIL PAINTINGS, STOVES, FINE CAR-PETS, ETC.

CHINES, OIL PAINTINGS, STOVES, FINE CAR-PETS, ETC. On Thursday Morning, March 2, at 9 o'clock, about 600 lots superior House-hold Furniture, comprising a general assortment. Also, superior Sewing Machine for heavy work, made by Weed Sewing Machine Co. 2 23 21

BY HENRY W. & B. SCOTT, JR., AUCTION-BERS AND COMMISSION MERCHANTS, (temporarily) No. 841 CHESNUT Street, under the Girard House.

IMPORTANT SPECIAL SALE OF MODERN PAINTINGS. On Tuesday, Wednesday, and Thursday, At 11 o'clock A. M., and 7% o'clock in the evening, each day, will be sold, a collection OF MODERN PAINTINGS.

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

Sale at No. 1110 Chesnut street. SUPERIOR BOUSEHOLD FURNITURE, ROSE-WOOD AND MAHOGANY PIANO-FORTES, Brussels and other Carpets, Mantel and Pier Glasses, Sults of Cottage Chamber Furniture. Decorated China Tollet Sets, Clothes Hampers, Fireproof Safes, Silver Plated Ware and Cullery, Paintings, Engravings, Chemoos, China Ware

Paintings, Engravings, Chromos, China Ware,

On Friday Morning, At 9 o'clock, at the auction store, No 1110 Ches-nut street, will be sold, a large assortment of Furni-

nut street, will be sold, a large assortment of Furni-ture from different city cabinetmakers and from families deciling housekeeping, comprising suits of parlor furniture in plush, reps, terry, and haircloth, with tables to match; chamber suits, finished in oil, with wardrobes to match; also, cottage suits; wai-nut and oak diving-room furniture; bookcases; library tables and chairs; mirrors of all sizes; spring, hair, and husk mattresses; lounges; easy chairs; hat-racks; carpets; china; glassware, etc. 4 ROSEWOOD PIANOS AND 2 FIREPROOF SAFES will be sold at 1 o'clock. INVOICE OF LIQUORS AND WINES will be sold

INVOICE OF LIQUORS AND WINES will be sold

at 1% o'clock. IN VOICE OF NEW CITY-MADE CLOTHING-At 2 o'clock will be sold about 100 pieces of new city-31 1 2t

BUNTH G, DURBOROW & CO., AUCTIONEERES, Nos. 182 and 234 MARKET street, corner of Baak street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday Morning, March 2, at 10 o'clock, on 4 months' credit. 2 24 5t

LARGE SALE OF CARPETINGS, MATTINGS, ETC.

March 3, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, hemp, cottage, list, and rag carpetings, and Canton mattings, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, On Monday Morning, [2 23 5t March 6, at 10 o'clock, on four months' credit.

Stoves, etc.

Spirit's power on the day of Pentacost-not doubting, however, that the noise which I heard was caused by a very different spirit. I alighted and ascended the steps, passed through the outer throng, and entered the portals of the far-famed Exchange. I was not an altogether inexperienced observer, having previously attended the Exchanges of London and Amsterdam, witnessed the exhibitions in the New York Gold Room, and heard the howlings of the Wall street bulls and bears. But all these were like the crooing of doves compared to the acoustic diabolism into which I was now to be initiated. As I entered the sound grew more violent, and when I got fairly within, the scene was indescribable. I will not pretend to set down what took place, as the entire medley of incoherent sounds, unintelligibly uttered, were to me the veriest gibberish imaginable. I will only transcribe, as best I an, the never-to-be-forgotten impression ben and there made upon my mind.

The sound of the thousand voices which Il upon my ear, all pitched at a key of infuriated avarice, might with one's eyes closed have suggested the raging fury that rends in shivers the rigging of a ship in a hurricane at sea; or the awful mutterings that accompany an earthquake or precede the eruption of a volcano; or the submerged moanings that issue from the inexplorable caverns of the deep; or the peals of anguish and despair that tear the hearts of a ship's crew about Ito take their death-leap from a burning vessel; or even the shricks of the damned, quivering on the brink of everlasting destruction ! I say that to a blind observer this vocal med-ley might have resembled all of these sounds, or any others outside of heaven, but it was probably not exactly like any other thing on earth, or in the waters under the earth. The money-hungering chaunt of the Paris Bourse is sui generis. Itself can be its only parallel.

Hundreds of spectators are witnessing the mad scene from the galleries thirty feet above. They are wise in keeping at so safe a distance. I felt myself, on the ground floor, like a lamb in a menagerie, and instinctively instituted a closer vigilance over my pocketbook. There were around me at least a thousand active participants in the business of the hour, and, in the dark, no living soul would have imagined that their deafening clamor proceeded from human lungs. The faces of these men were to me a deeper and more significant study than the pictures in the Louvre or the relics in the Clury. Here was Paris in a nutshell-the financial princes of the queen city of the whole earth, besotted, maddened, blighted, cursed to moral blindness, by "the root of all evil"-the love of money.

Every person in the room appeared to be screaming his utmost, and gesticulating threats of immediate homicide to the man he was speaking to. On a platform raised some eighteen inches above the floor, and occopying a large space in the centre of the room, there were more than a hundred men, who from some reason seemed to monopolize a special privilege. These men ran to and fro yelling like so many fiends, beating the air with their uplifted hands, with the perspiration coming from and tickling down their anxious faces and bald heads. There was nardly a man among them who had passed his fortieth year, and yet there was not one good head of hair-most of them were as bald as a polished pumpkin. Hair, I concluded, soon burns out with such a furnace at its roots.

But the grand climax is not yet attained. At the extreme end of the room, divided from the rest by a slight but strong railing, were some two hundred others, whose prerogative it was to do the bawling and howling par excellence, and here the bediam of tongues was still more frightful. Right in their front

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At 7 A. M. and 3.30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 8'30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 8'80, 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 11'80 P. M. for Fish House. The 11-30 P. M. line leaves from Market Street

Ferry (upper side). Ferry (upper side). For WROM WEST PHILADELPHIA DEPOT, At 7:50 and 0:45 A. M., 1:30, 3:10, 6:50, 6:45 and 12 P. M., New York Express Lines, and at 11:30 P. M., Line Joren (11); P. M., New York hap of the second sec

At 730 and 946 A. M., 120, 516, 536, 546, and 12 P. M. for Trenton. At 946 A. M. 120, 645 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

13 night. BROM KENSINGTON DEPOT.

At 7-80 A. M., 2-80, 8-80, and 5 P. M. for Trenton and Bristol, and at 9-80 A. M. and 6 P. M. for Bristol At 7-80 A. M., 2.30, and 5 P. M. for Morrisville

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7:30 and 9:30 A. M., 2:30, 5, and 5 F. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:16, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. VIA BELVIDERE DELAWARE RAILROAD. At 7:80 A. M. for Nisgars Falls, Buffalo, Den-kirk, Eimira, Kochester, Syracuse, Great Bend, Wilkesbarre, Sch. oley's Mountain, etc. At 7:80 A. M. and 8:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flomington, etc. At 5 P. M. for Lambertville and intermediate stations.

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

VIA CAMDEN AND BURLINGTON COUNTY RAILEOAD. At 6.45 and 11 A. M., 1, 2.30, 3.30, 6, and 6.80 F. 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 6.80 P. M. for Lumberton and Medford.

Ato 46 and 11 A.M., 8 30, 5, and 6 30 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberten. At 6.45 A. M., 1 and 8.50 P. M. for Lewistown.

Wrightstown, Cookstewn, New Egypt, Herners-town, Oream Ridge, Imlaystown, Sharon, and Hightstown. Dec. 12, 1870. WM. H. GATZMER, Agent.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:--FROM PHILADELPHIA For West Chester at 745 and 11.20 A. M., 2.80, 6.15, and 11.20 P. M. Stops at all stations. For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 410 P. M. Stops at all sta-tions.

tions. FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 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 8.30 A. M. and 2 P. M. Leave West Chester at 7.55 A. M. and

4 P. M. 1014 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

W EST JERSET RATEROADS, FALL AND WINTER ARRANGEMENA: COMMENCING MONDAY, SEPTEMEET 3, 1870, Trains will leave Philadelphia as follows:--From foot of Market Street (upper for Hridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11 45 A. M., Woodbury Accommodation. 3 15 P. M., Passenger for Bridgeton, Salem, 8 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5 30 P. M., Accommodation for Woodbury, Glass-boro, Cinyton, and intermediate stations. Freight Train leaves Camden daily, at 19 M. WILLIAM J. SEWELL, Superintendent.

and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balth-more and Washington, stopping at Chester, Lin-wood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnelia.

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

Wilmington Traines. 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 Dela-ware kallroad for Harrington and intermediate stations.

Leave Wilmington 6'45 and 8'10 A. M., 2'00, 4'00 Leave withing con 0.50 and 0.10 A. M., 900, 400, and 715 P. M. The 510 A. M. train will not stop between Chester and Fhiladelphia. The 716 P. M. train from Wilmington runs Dally; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 648 A. M. and 400 P. M. will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Gen-ral Baltroad

ral Railroad.

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mait: 9-30 A. M., Express; 2/35 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. Through tickets to all points West, South, and

wood, and Chester. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 538 Oheenut street, under Continental Hotel, where also State Rooms and Bertis in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company. H. F. KENNEY, 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 Broad street and Wash-

gton 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

2.30 P. M.

9:30 P. M. For Chadd's Ford and Chester Creek Rallroad 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 Leposit 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 Reading Rallroad. Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Balti-more.

More. Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only. Chade's Fordist 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 one hundred dollars, unless special contract is made for the same. HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.— The trains on the Philadelphia and Erie Rail-road will run as follows from the Pennsylvania Rail-road Depot, West Philadelphia:—

EKIE EXPRESS development and a start of the second st

of any property belonging to said bankrupt to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the credi-tors of said bankrupt to prove their debts and choose one or more assignces of his estate, will be held at a ing many choice subjects by first-class artists. In-cluced in the sale will be found-Sankoty Bead Light, by W. T. Richards; Spirit Brook, New Hamp-shire, by T. J. Fennimore; the Scottish Weaver, seria drawing, T. O. C. Dailey; 2 choice water colors, Court of Bankruptcy to be holden at No. 32 South TLIRD Street, Philadelphia, in said district, on the SEVENTH day of March A. D. 1871, at 4 o'clock P. M., at the office of JAMES PARSONS, Esq., one of the Registers in Bankruptcy in said district.

E. M. GREGORY, 2 14 cod t3 7 U. S. Marshal for said 1 istrict.

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HQUSE, No. 230 MARKET Street, corner of Bank street, Cash advanced on consignments without extra charge. 11 245 DEPARTMENT OF HIGHWAYS. D _OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.

PHILADELPHIA, Feb. 6, 1871. NOTICE.

In accordance with the provisions of an Ordinance of Councils, ap oved April 24, 1868, no-tice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to pre-

o'clock M. of MARCH 6, 1871. MAHLON H. DICKINSON, 28 wmfM5 Chief Com'r o' Highways. IN THE ORFHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of FRANK DE SILVER, deceased.

The Auditor appointed by the Court to andit, settle, and adjust the account of ATTARESTA W. BARand adjust the account of ATTARESTA W. BAR-CLAY, surviving Executrix of the estate of FRANK D& SILVER, dcc'd, and to report distribution of the balance in the hands of the Accountant, will meet the parties interested for the purpose of his appoint-ment on TUESDAY, March 7, 1871, at 11 o'clock A. M., at his office, No. 717 WALNUT Street, in the city of Philadelphia. JOHN CLAYTON,

2 24fmw5t*		Auditor,				
IN	THE	ORPHANS OUNTY OF	COURT PHILAD	FOR	THE	CITY

Estate of MARY BOWMAN, deceased. Estate of MARY BOWMAN, deceased. The Auditor appointed by the Court to distribute the funds in the hands of the administrator of said estate among those who are entitled to the same, will meet the parties interested for the pur-pose of his appointment, at his office, No. 210 WEST WASHINGTON Square, on FRIDAY, March 3, 1871, at 4 o'clock P. M. GEO. L. CRAWFORD, and min his

Auditor.

John Mason, William Cummings,

A Merchant of this city, who has already given interally of his means to this Association, has effered to contribute an additional sum of ten thou-

iberally of his means to this Association, has offered to contribute an additional sum of ten thou-sand dollars, provided the permanent fund reaches two hundred thousand dollars during the year 1871. Will not the benevolent, especially of our mercan-tile community, respond therally and prompily to this proposition? The managers feel the import-ance of securing a large addition to the permanent fund, that they may be able to reply to the increas-ingd demands upon the association. Relief is fur-nished to beneficiaries by an Executive Committee of Five Managers, who exercise discretion in the beneficiaries of the Merchants' Fund are men of the names of the relief ands, and to whom have been weathy, and the majority accustomed to the luxa-ries and comforts of life, thus enabling them in their present distressed condition the more keening the framework of the Kant. Life Member-schip, 550. Assue Menbership, 85. WILLIAM II, MACON, Treasurer, WILLIAM II, MACON, TREASURE, No. 317 WALNUT Street.

2 22 wim 51*

MERCHANTS' FUND This institution was incorporated by the Legis-lature of Pennsylania in 1864, its benign object being to furnish relief to indigent Merchants of the City of Philadelphia, especially such as are aged and infirm. The claims upon the Fund are so numerous that the appropriations for the relief of its beneficiaries are already in excess of the regular income, and it is

with the hope of enlisting more general sympathy and aid in sustaining this excellent charity that the Managers make this appeal to our citizens. Contri-butions received by either of the undersigned. Life Membership, \$50. Annual Membership, \$5. MANAGERS.

Thomas Robins, William C. Ludwig, Arthur G. Coffin,

General Superintendent.

William C. Ladwig, Arthur G. Cofin, James C. Hand, Edmund A. Souder, Samuel E. Stokes, Johnes B. McFarland, Edward C. Knight, Kichard Wood, WILLJAM B. BACON. Treasurer, 2 23 † No. 317 WALNUT Street. M BROHANTS' FUND.