FINANCES.

Senator Sumner's Bill for the Reduction of Interest on United States Bonds—Free Banking and Reduction of Taxation—Facts and Figures—No Assumptions without Proof—No Dogmas Unsupported—Criticism Invited.

REDUCTIONS OF RATE OF INTEREST.

$500,000,000 changed from six to five per cent. interest per annum saves $5,000,000 per year; $500,000,000 changed from six to four and a-half per cent. per annum saves $7,500,000 per year; $500,000,000 changed from six per cent. to four per cent. interest per annum saves $10,000,000 per year.

Five million dollars per annum as a Sinking Fund amounts in forty years, at five per cent. per annum, to	$604,000,000
Seven million five hundred thousand dollars per annum as a Sinking Fund amounts in fifty years, at four and a half per cent., to	1,338,750,000
Ten million dollars per annum as a Sinking Fund amounts in sixty years, at four per cent. interest per annum, to	2,380,000,000
Product of forty, fifty and sixty years' Sinking Funds	$4,322,750,000
Deduct United States debt paid	$1,500,000,000
Surplus after paying the debt	$2,822,750,000
Forty years' interest at thirty millions per annum	$1,200,000,000
Fifty years' interest at thirty millions per annum	1,500,000,000
Sixty years' interest at thirty millions per annum	1,800,000,000
Taxes to pay interest	$4,500,000,000
From which subtract surplus of Sinking Fund products	$2,823,000,000
Actual Cost	$1,677,000,000

In No. 1 above, the reduction of interest on saving, which is alone the Sinking Fund used, per annum, is $22,500,000.

This account is closed in sixty years—1930.

In No. 2 the Sinking Fund annually used is but $9,100,000, of the savings by the reduction of interest, o $13,400,000 less per annum than in No. 1.

Four millions two hundred thousand dollars per annum as a Sinking Fund, at five per cent. interest, amounts in forty years to	$507,000,000
Two millions eight hundred thousand dollars per annum as a Sinking Fund, at four and one-half per cent. interest, amounts in fifty years to	499,800,000
Two millions one hundred thousand dollars per annum as a Sinking Fund, at four per cent. interest, amounts in sixty years to	499,800,000
Product of Sinking Fund in forty, fifty and sixty years	$1,506,600,000
Debt paid in forty, fifty and sixty years	1,500,000,000
Surplus of Sinking Fund product	6,600,000
Total amount of interest saved by change of rate from six per cent. to five, four and a half and four per cent., for forty, fifty and sixty years	1,175,000,000
Amount of diminished Sinking Fund used in No. 2	432,000,000
Which is a reduction of taxation to the amount of	743,000,000
Which is equal to a reduction of six per cent. taxes on a principal of	12,050,000,000

Account closed in sixty years, or 1930.

No. 3: Sinking Fund annually the same as in No. 1.

Again, a Sinking Fund of five millions per annum at five per per cent., for 36 or 37 years, amounts to	$505,000,000
Again, a Sinking Fund of seven millions five hundred thousand dollars per annum, at four and a half per cent. interest per annum, for 32 years, is	515,000,000
Again, a Sinking Fund of ten millions per annum, at four per cent. per annum, will in 28 years amount to	500,000,000
Product of Sinking Fund	$1,520,000,000
Debt paid	1,500,000,000
Surplus Product of Sinking Fund	20,000,000

This account closed in 36 years, in 1906:

36 years multiplied by 30 millions—annual interest—cost	1,080,000,000
32 years multiplied by 30 millions—annual interest—cost	960,000,000
28 years multiplied by 30 millions—annual interest—cost	840,000,000
Interest and appropriations to Sinking Fund—cost	$2,880,000,000
Subtract debt paid	1,500,000,000
Apparent taxes	1,380,000,000
Deduct surplus	20,000,000
Actual cost	$1,360,000,000

JNO. F. STUMP,
No. 609 North Twenty-second street.

78,125 Tons of Specie—Just the Weight of Our National Debt.

Who says a national debt is a national blessing?

The United States national debt is twenty-five hundred millions of dollars. If the debt is paid in Spanish dollars it presents some peculiar facts, viz.: A Spanish silver dollar is estimated at one ounce, or sixteen dollars to the pound. Then twenty-five hundred million of dollars weigh one hundred and fifty-six millions, two hundred and fifty-six thousand pounds. If this sum is divided by two thousand pounds it amounts to seventy-eight thousand one hundred and twenty-five tons; or as much as 78 ships of 1,000 tons each could carry; or as much as 78,125 horses could draw, each horse drawing 2,000 pounds, on a good road; or as much as 1,562,500 men, carrying each 100 pounds, could walk off with. If we estimate the Spanish dollar to be (as it is) one and a half inches across the face, and eight dollars to measure one foot, 2,500 millions of them would measure 812,500,000 feet, which, divided by 5,280, the number of feet in a mile, would give 59,185 miles, equal to 2 37-100 times the circumference of the earth at the equator, at 25,000 miles. *Pax vobiscum. Requiescat in pace!* J. F. STUMP.

PHILADELPHIA, Jan. 26, 1870.

Gossip from Russia.

A correspondent writes from St. Petersburg: "The 'ice-hills' (Russian mountains they are called in the west of Europe) must have been of difficult construction, for there has been scarcely any frost as yet at or near St. Petersburg. An ice-hill is a steep slope made smooth and paved with blocks of ice, down which you are precipitated in a little wooden box placed on rails under the guidance of an expert skater. But the pavement of ice, to be perfect, should be washed over with water, and it is of course desirable that this wash of water should freeze. Up to the 15th (27th) of December there was 'no winter at all at St. Petersburg,' says the *Goloss*. This bold statement, however, is afterwards modified by the admission that once the mercury has marked five degrees below freezing-point (5 degrees Reamur, equal to 11¼ degrees Fahrenheit). The frost ought by rights to have begun on the 22d of October (4th of November); but, to the disgust and indignation of the wood-merchants, neither during the Russian October nor during a great part of the Russian November did it freeze at all. The poor of St. Petersburg rub their hands with joy; but the cynical wood-merchants say that they will soon rub their hands from cold, and that a severe January and February will compensate for an unusually mild November and December.

"Russia is the land of patriotic butchers. It was the butcher Minin who, when Moscow was held by the Poles, in 1612, appealed to his fellow-citizens, the inhabitants of Nijni Novgorod, collected them into an army, and shared the command of his hastily-assembled troops with Prince Pojarski. The effigy of the butcher Minin adorns the chief square in Moscow, and is also to be seen on the act drop of the Moscow Opera House. His glory will now, to a slight extent, be shared by a St. Petersburg butcher named Gardeleff, who has just received the reward of patriotism in the shape of a gold medal, which he is to attach to his coat with the riband of the Order of St. Vladimir. No Minin was wanted in the year 1869 to save Russia from the Poles; but the now celebrated butcher of St. Petersburg has really done the State some service.

"A few months ago, when meat was scarce at St. Petersburg and the price of meat exorbitant, Gardeleff placed a number of slaughter-houses, which were generally kept in the hands of wholesale monopolizing butchers, at the disposition of all the retail butchers who wished to make use of them, and sold to the latter a herd of oxen from the steppes at one ruble a pound (*i. e.* about a penny a pound), below the market price. This, according to the *Official Journal*, which notifies the fact of Gardeleff having been decorated, had the effect of bringing down the price of meat generally, and saved the poor from something like famine. It must be remembered that the average price of beef of Moscow and St. Petersburg is only threepence a pound; so that a penny a pound more or less makes a very perceptible difference."

Curious Mode of Catching Fish.

Overtaken by night, when traveling through the Jura mountains in France many years ago, we stopped for supper and a night's lodging at a small wayside inn of rather dilapidated appearance, under some apprehension as to how we should fare there; but the cordial greeting of the landlord, whose fat rubicund face and moist, twinkling blue eye, gave promise of good entertainment, soon dispelled our fears. One of his first questions was whether we liked trout for supper fresh from the brook. Of course we did; but to our astonishment—it being now pitch dark—we learned that the fish had yet to be caught. Being an ardent angler, and curious to learn how the thing was to be done, upon his invitation we accompanied him to the scene of action, a brawling mountain brook within a few yards of his door. Before starting he took from a closet, where it had been stowed away, an ordinary glass-globe lantern, with two long tin tubes fixed to it on either side, through which the flame was supplied with air. Lighting it, he then took from his pocket a common pruning-knife with a hawk's bill, called a "serpe;" he was now prepared for the fray. A walk of two or three minutes brought us to the side of a deep dark pool, which, with the glare of the lamp dancing over it like a "will-o'-the-wisp," looked like the bottomless pit. With the queer-looking lantern in his left hand and the right armed with the formidable knife, the landlord seated himself on a flat projecting rock whence the descent was seen to the bottom of the pool. He then slowly thrust the still burning lamp into the deep water, where it looked like a great, glowing kohi-noor. Holding it thus for about a minute, he raised it evenly and slowly to the surface, and around it, to our delight and astonishment, were fifteen or twenty fish of different sizes pressing their noses against the glass as if eager to get at the light. Then, selecting the best fish, our host adroitly tapped four of them on the head with the bill of his knife. They turned on their sides dead without even a flutter. Thus in less time than it takes to write this account we had four prime half-pound trout, which, with the addition of an *omelette au lard*, such as the French only can make, a mound of perfumed golden mountain butter, and a bottle of Baune, covered with the dust of a quarter of a century, we had a supper worthy of record in Brillat-Savarin's immortal *Physiologie du Gout*. This pleasant little adventure at the wayside inn was recalled to our memory by a statement in our exchanges. It seems that a light is quite as attractive to the fish of the great deep as to their cousins of the mountain brooks. The professional fishermen on the coasts of France, having recently discovered this fact, are now making heavy draughts of fish attracted to their nets by powerful submerged light.—*Turf, Field and Farm.*

Artistic Jewelry.

A selection of jewelry lately on exhibition in London, and intended for gifts to the noted princes of the Indian Empire, is described at length in the *Art Journal*. We clip the following item:

In personal ornament is an aigrette enriched with stars and pendants of brilliants; this would have been considered a splendid enrichment to the ceremonial head-gear of Solomon the Magnificent. The delicate plume is formed of the sprays of the feathers of the ostrich, so tender as to look rather like fine hair than any quality of plumage. There are massive armlets and curiously worked chains, well calculated to make an imposing effect on occasions of native gatherings. Some of the jewelry is mounted and finished according to patterns of Holbein design, examples of which we see in portraits of Henry VIII., and of the nobility of his time.

Several of these ornaments are composed as necklaces, but as the thin chain to which they are attached might not sufficiently impress the oriental intelligence, they are intended to be worn in conjunction with massive gold chains. The designs of other articles, not personally ornamental, are based on the most elegant forms that modern art has taken from the antique and the Renaissance; and as being objects of admiration even among ourselves, they will be the despair of the Indian artist. There is, for instance, a small equipage, called a crystal "writing set," consisting of a pair of candlesticks, an inkstand, pen-tray, etc., all arranged so as to be inclosed in a leather case lined with satin.

The shafts of the candlesticks propose an enigma to the inquirer curious in these matters, as consisting of silver tracery-work inclosed in crystal hermetically sealed, so that the metal can never tarnish. A silver ewer and rose-water tazza exemplify a combination of the most elegant Greek form with modern *repousse* enrichment, and similar taste is shown in the forms of a silver-gilt *assiette monte*, etc.

As presents to Orientals nothing could have been more appropriately selected than these articles; to us they are interesting as rich and beautiful productions, and more so from the fact of their being the first important gifts of British manufacture that have been officially presented to the Indian princes and dignitaries.

Picking up Unconsidered Trifles—Cigar Stumps Utilized.

What becomes of the cigar tips? Men may be observed picking them up in the streets, and we conceive a vague, horrid idea that they are somehow reproduced for consumption in another form. So they are in Paris. There is much more smoking in the streets of Paris than in those of London; and no one there can fail to meet, in the course of the day, some individual picking up bits of cigars. These, however, are not seriously devoted to their vocation. The real votaries of this trade arrive on the Boulevards and in the Champs Elysées with the dawn of day. Men in the small hours are then most extravagant with their cigars. Besides, in the early morning the streets are clear, and the objects of search are found more readily. The whole morning is consecrated to picking up ends of cigars in the public thoroughfares, and also to purchasing them from the waiters at the different cafés. This, by the way, is an important perquisite for the waiters, for though often trodden under foot and half buried in sand, the refuse of cigars found under the tables yields a goodly revenue at the year's end. When the harvest is gathered it is placed in a large pocket hid within the folds of an ample cloak, and the possessor thereof proceeds to the river side, and notably near the Pont de la Concorde. Here begins the cleansing and cutting process. For cutting the tools consist of a very sharp knife, a sharpening-stone and a square piece of wood. The tobacco, carefully hashed into minute pieces, is arranged in little boxes or packets, each of which is sold for about two shillings. The same amount of ordinary tobacco would cost four times as much. It will be anxiously demanded, Who buys this tobacco? And we are glad to say that as a rule, it is sold to private individuals, and not to shopkeepers, who might pass it off on unwary customers. The lancers of Monsieur le Prefet, as the street-sweepers are called, form a considerable body of customers, and with the hawkers of different descriptions, a few fishermen and others, these worthies manage to dispose of most of the remnants. There are said to be about two hundred persons in Paris whose whole lives are devoted to the business of picking up cigars; but this must be an exaggeration. A good day's work at the utilization of cigar-ends is worth from two to four shillings.—*London News.*

A Relic of Rural Patriotism.

The Marshall (Michigan) *Statesman* says: Our townsman, S. S. Lacey, hands us a letter, a relic of war times—which we print as nearly like the original as our unelastic types will allow. We regard this letter as not the least amusing of all the war produced:

HOMER Calhoun Co Mich
Sept 10 1864

Hon S S Lacey
Dear Sir
I would just Say

First, My God
Sect. My Country
Third, I Want commishion in your Regiment and I Want you to procure if Posible for Me

This is my Last posible Chance to go to the Frount

I Will Say here I Was a Major in the 28 Regiment and 8 Brigade in Rensular County N York.

I Lurnt the Sword exercise When a Boy.

I dont Wish to take a commisshion under Capt.

Sir If you can Dew Enny thing for me I Would bea Very Much Oblige.

I Want to go to the Worlf I Cango so I can Distinguish My Self.

Baxter Went from Jonesville Hillsdale County a small Officer; Baxter Shoad Himself a Bully, and He went Right Strait upt to Bridg Gerrel.

Sir Put Me Whare I Can Show My Self and I Will If I Live Make Ould Calhoun Proud of Me; My Word and Hed for that.

Respectfully yours

P. S. Let Me Know Early as Possible.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.—HANDEL AND HAYDN SOCIETY. Rossini's Grand Oratorio, "MOSES IN EGYPT," TUESDAY EVENING, FEBRUARY 8th, With the following Cast:
MISS MARIA BRAINERD ... as ... Nicaule
MRS. JOSEPHENE SCHIMPF ... as ... Esther
MR. GEORGE SIMPSON ... as ... Osiris
MR. JACOB GRAF ... as ... Aaron
MR. A. R. TAYLOR ... as ... Moses
MR. EMIL GASTEL ... as ... Pharoah
THE FULL CHORUS OF THE SOCIETY, AND GRAND ORCHESTRA OF FORTY ARTISTS, Under the Direction of MR. L. ENGELKE.
RESERVED SEATS ... $1 50. Family Circle, 50 cents; Amphitheatre, 25 cents. At Trumpler's, Gould's and Boner's. ja31-7t

ACADEMY OF MUSIC. The Twelfth Grand Annual Gymnastic Exhibition by pupils of Prof. LEWIS'S Gymnasium, will take place on WEDNESDAY EVENING, February 9, 1870. Reserved Seats, 50 cents. Secure them in time, at the Gymnasium, Ninth and Arch streets. ja25-th s 6t
N. B.—Gymnasium is open all day and evening. Private lessons in Sparring and Fencing also.

WALNUT STREET THEATRE, THIS (TUESDAY) EVENING, Feb. 1, LAST NIGHT BUT FOUR of the new Domestic, Romantic and Sensational Drama, by Henry Leslie and John S. Clarke, in 5 Acts and Prologue, entitled LONDON, the finest Scenic Drama ever offered in Philadelphia—a thrilling Dramatic Picture of "Life in London." Every scene new and expressly IMPORTED FROM LONDON. In order to accommodate Families, a "LONDON" MATINEE ON SATURDAY AFTERNOON.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins 7¾ o'clock. Second Week of the Eminent Artist, MR. JOHN BROUGHAM. MONDAY AND EVERY NIGHT, Mr. Brougham's New Comedy Drama, THE RED LIGHT; OR, THE SIGNAL OF DANGER. JNO. BROUGHAM ... as ... NED MACDERMOT. Aided by the Full Company. FRIDAY—BENEFIT OF JOHN BROUGHAM. REVIVAL OF LITTLE EMILY.

LAURA KEENE'S CHESTNUT STREET THEATRE. Begins at 8. MISS SUSAN GALTON'S Third and Last Week but One Positively. MONDAY AND TUESDAY EVENINGS, CHING-CHOW-HI, AND CUPID'S SECOND VISIT. MISS SUSAN GALTON IN BOTH OPERETTAS. FRIDAY—BENEFIT OF SUSAN GALTON. THREE OPERETTAS—"66," LISCHEN AND FRITZCHEN, and FRIDA, DONNA OF A NIGHT. SUSAN GALTON MATINEE, SATURDAY at 2.

THE GREAT CHAMPION CIRCUS, TENTH AND CALLOWHILL STREETS. EVERY EVENING at 8 o'clock. WEDNESDAY AND SATURDAY AFTERNOONS at 2½ o'clock. MRS. CHAS. WARNER ... Directress. Will appear for THIS WEEK ONLY, first time in America, ALI BEN ABDALLAH'S REAL BEDOUIN ARABS, in tumbling exercises and PROTEUS PYRAMIDS, in which they distance all competitors. Also, JOHN FOSTER, the GREAT AMERICAN CLOWN, with the AUGMENTED CHAMPION STAR TROUPE. Admission 25 cents; Children under 10 years, 15 cents; Reserved chairs 50 cents. Respectable Societies, Companies, Associations, &c., can engage the Circus for Benefits. Apply at the Circus Office. ja31-6t

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH Street, below Arch. Enthusiastic Applause and Unlimited Satisfaction. THIS EVENING, DUPREZ & BENEDICT'S Great Gigantic Minstrels introduce First Time—Black Statue. First Time—Five Laughing Vocalists, &c. Admission, 50 cts. Parquette, 75 cts. Gallery, 25 cts.

FOX'S AMERICAN THEATRE, EVERY EVENING, Madame SENYEAH, Female Gymnast; BROWN and SANDFORD, Gymnasts; Mr. ROLLIN HOWARD, Miss JENNIE BENSON, Mlle. LUPO, Mlle. DE ROSA, Mr. Chas. Lowande, Mr. Thos. Wyatt, &c. Matinee on Saturday afternoon at 2 o'clock.

TEMPLE OF WONDERS—ASSEMBLY BUILDINGS. SIGNOR BLITZ, ASSISTED BY HIS SON THEODORE. Every evening at 7½. Matinees on Wednesday and Saturday at 3. All the Modern and Ancient Mysteries.

NEW ELEVENTH STREET OPERA HOUSE. THE FAMILY RESORT. CARNCROSS & DIXEY'S MINSTRELS, EVERY EVENING. J. L. CARNCROSS, Manager.

INSTITUTION FOR THE BLIND, Twentieth and Race streets.—Exhibition every WEDNESDAY at 3½ P. M. Admission, 15 cts. [o12-t.tf]

SENTZ AND HASSLER'S MATINEES.—Musical Fund Hall, 1869-70. Every SATURDAY AFTERNOON, at 3½ o'clock. oc19-tf

ACADEMY OF FINE ARTS, CHESTNUT street, above Tenth. Open from 9 A. M. to 6 P. M. Benjamin West's Great Picture of CHRIST REJECTED is still on exhibition. je22-tf

BOARDING.

THE HANDSOME RESIDENCE, S. E. corner of Eighth and Spruce streets, is open to receive boarders. Suites of rooms, with private table, if desired. ja22 lm*

GAS FIXTURES.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.

FOR SALE.

ARCH STREET RESIDENCE FOR SALE, No. 1922 ARCH STREET. Elegant Brown-Stone Residence, three stories and Mansard roof; very commodious, furnished with every modern convenience, and built in a very superior and substantial manner. Lot 26 feet front by 150 feet deep to Cuthbert street, on which is erected a handsome brick Stable and Coach House. J. M. GUMMEY & SONS, 733 WALNUT Street. se20 tfrp

FOUR HANDSOME RESIDENCES for sale on West Walnut lane and Tulpohocken street, Germantown. Apply to CHARLES E. ELMES, No. 411 Walnut street. ja29-3t§

FOR SALE—TWO MODERN THIRteen-roomed Dwellings, North Seventh street. All the modern conveniences. Price low and terms easy. Also dwelling on Main street, Frankford. Apply to M. H. HOFFMAN, 324 Walnut street. ja22 s w tf§

HANDSOME COUNTRY SEAT FOR sale—Containing seven acres of land, beautifully located on the Neshaminy creek, 200 yards from Schenck's Station, on the Philadelphia and Trenton Railroad. Modern stone house with every city convenience, stabling, hot-houses, conservatory, ice-house, spring-house, &c. J. M. GUMMEY & SON, 733 Walnut street.

WEST SPRUCE STREET—FOR SALE—Two desirable Building Lots on the southwest corner of Spruce and Twenty-first streets, each 22 feet front by 150 feet deep. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE MODERN THREE-story brick dwelling, with two-story double back-buildings, every convenience, and in perfect order, No. 613 South Thirteenth street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—DWELLING 1421 North Thirteenth street; every convenience, and in good order. Superior dwelling, 1422 North Twelfth street, on easy terms. $6,500. Three-story brick, 235 North Twelfth street, having a good two-story dwelling in the rear. $8,000. Three-story brick, 516 Powell street, in good order. $2,750. Store and dwelling, No. 340 South Sixth street. $5,000. Frame house, 909 Third street, South Camden, near Spruce, clear. $600. 510 Queen street, two-story brick, good yard. Building Lots on Passyunk road, and a good Lot at Rising Sun. ROBERT GRAFFEN & SON, 537 Pine street.

FOR SALE—THE HANDSOME four-story Residence, with three-story double back buildings, and having every modern convenience and improvement; situate No. 903 Spruce street. Lot 25 feet front by 165 feet deep to a 20 feet wide street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE.—MODERN THREE Story Brick Dwelling, 519 S. Ninth st. Every convenience. Inquire on the premises. my6-th,s,tu,tf§

FOR SALE—THE HANDSOME Double Brown Stone Residence, situate No. 1805 Spring Garden street. Very substantially built. First floor finished in black walnut. Lot 36 feet front by 160 feet deep to a street. J. M. GUMMEY & SONS, 733 Walnut street.

TO RENT.

CREESE & McCOLLUM, REAL ESTATE AGENTS. Office, Jackson street, opposite Mansion street, Cape Island, N. J. Real Estate bought and sold. Persons desirous of renting cottages during the season will apply or address as above.

Respectfully refer to Chas. A. Rubicam, Henry Bumm, Francis McIlvain, Augustus Merino, John Davis and W. W. Juvenal. fe8-tf§

TO RENT—WEST PHILADELPHIA Cottages—5 to 15 rooms; convenient and in good order; $16 to $60. W. L. CROWELL, 131 S. Thirty-sixth street. ja22 1m*

FOR RENT—A HANDSOME FURnished House on Manheim street, Germantown, opposite Judge Brewster's, within three minutes' walk of Wayne Station. All improvements in house; stable, coach-house, garden with all kind of fruit; a fine lawn in front of house. A first-class country place. Apply to COPPUCK & JORDAN, 433 Walnut street.

FOR RENT—MARKET STREET—Elegant double store property, 40 feet front, southwest corner of Sixth. Four-story store, No. 617 Market street. CHESTNUT STREET—Valuable property, northeast corner Eleventh street, will be improved. WALNUT STREET—Store and dwelling, No. 810. LARGE DWELLING—suitable for boarding-house, Northeast corner of Eighteenth and Vine streets. WALNUT STREET—Large four-story store, No. No. 1017. J. M. GUMMEY & SONS, 733 Walnut street.

TO RENT, STORE, No. 513 COMMERCE street, 18 by 100 FEET. Possession, January 1, 1870. Apply to W. A. KNIGHT, 511 Commerce street. de18-s tu th-tf

TO RENT ON A LEASE FOR ONE or two years.—The desirable country place in Germantown, furnished or unfurnished, ten minutes' walk of Duy's Lane station; 2½ acres of ground; all improvements; stable, ice-house, &c.; fine garden and a variety of fruit. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO LET—HOUSE 706 SOUTH SEVENTEENTH street. Portable heater, range, bath, hot water, gas—all the modern conveniences. Eight rooms. Apply on the premises. no24tf

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. Notice is hereby given that application has been made to the said Court for an Order on the Recorder of Deeds to enter satisfaction of record on an Indenture of Mortgage given by JOHN HALL and ISABELLA his wife, to JOSEPH SWIFT, MERCHANT, to secure the payment of the sum of one hundred and fifty pounds, lawful money of Pennsylvania, dated September 21, 1776, and recorded at Philadelphia in Mortgage Book X, No. 20, page 95, &c., on premises situate in the late District of Southwark, city of Philadelphia, containing in breadth on South (late Cedar) street sixty-six feet, and in length or depth forty-four feet or thereabouts, be the same more or less, bounded on the east by other ground of the said John Hall, on the west by Third street, on the north by South street, aforesaid, and on the south by ground of Alexander Alexander, which is averred to have been long since paid off and discharged, and said Indenture of Mortgage to have been lost, mislaid, or destroyed, and that said mortgagor died without entering satisfaction thereof of record, and praying for a decree for entering such satisfaction by the Recorder of Deeds. Whereupon the legal representatives of the deceased mortgagor, or any or all persons claiming under them, are required to appear in said Court the first MONDAY of March, A. D. 1870, and answer said petition, otherwise the prayer thereof will be granted. PETER LYLE, Sheriff. G. C. PURVES, for Petitioner. fe1 tu 4t§

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA. JOHN B. A. ALLEN and RALPH W. P. ALLEN of Philadelphia, county of Philadelphia, individually, and as members of the firm of J. B. A. ALLEN & SON, having petitioned for their discharge, a meeting of Creditors will be held on the fourteenth day of February, A. D. 1870, at 3 o'clock P. M., before Register WILLIAM McMICHAEL, Esq., at his office, No. 530 Walnut street, Philadelphia, that the examination of the Bankrupt may be finished, and any business of the second and third meetings required by Sections 27 and 28 of the act of Congress transacted. The Register will certify whether the Bankrupt has conformed to his duty. A hearing will also be had on WEDNESDAY, the second day of March, 1870, before the Court at Philadelphia, at ten o'clock, A. M., when and where parties in interest may show cause against the discharge. Witness the Hon. John Cadwalader, Judge of the said District Court, and the seal thereof, at Philadelphia, the thirteenth day of January A. D. 1870. [SEAL.] G. R. FOX, Clerk. ATTEST—WILLIAM McMICHAEL, Register. ja18 tu 3t§

IN THE COURT OF COMMON PLEAS of the City and County of Philadelphia.—*In re* "The Premium Fund Association."—The Auditor appointed by the Court to audit, settle and adjust the final account of JOSEPH W. MARTIN, Receiver, &c., and to report distribution of the balance in the hands of the Accountant, will meet the parties interested, for the purpose of his appointment, on THURSDAY, the 3d day of February, 1870, at 3½ o'clock P. M., at the office of AMOS BRIGGS, Esq., No. 32 North Fifth street, in the city of Philadelphia. ja22 s tu th 5t

IN THE COURT OF COMMON PLEAS for the City and County of Philadelphia.—Estate of HENRY KLEISZ, Sr., deceased.—The auditor appointed by the Court to audit, settle and adjust the account of ELIZA KLEISZ and WILLIAM KLEISZ, (surviving Executors of HENRY KLEISZ, Sr., dec'd,) and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purposes of his appointment, on THURSDAY, Feb. 3, 1870, at 4 o'clock P. M., at the office of James Page, Esq., No. 272 South Fourth street, in the city of Philadelphia. ja22-s th tu 5t

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of ANDREW KNOX, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of HUGH TAIT, Executor of ANDREW KNOX, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on THURSDAY, Feb. 10th, 1870, at four (4) o'clock, at his office, No. 623 Walnut street, in the city of Philadelphia. ja27 th s tu 5t* INMAN HORNER, Auditor.

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of JOHN FITTON, dec'd.—The Auditor appointed by the Court to audit, settle and adjust the account of SAMUEL CONAWAY and ANN CONAWAY, Executors of the Estate of JOHN FITTON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, the ninth day of February, 1870, at 3 o'clock P. M., at his office, No. 118 South Sixth street, in the city of Philadelphia. A. ATWOOD GRACE, Auditor. ja27-th,s,tu-5t*

IN THE COMMON PLEAS COURT FOR the City and County of Philadelphia.—Estate of PATRICK DEVIR, dec'd.—The Auditor appointed by the Court to audit, settle, and adjust the first account of P. BRASLEN, Executor of the last will and testament of PATRICK DEVIR, deceased, and to report the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, the 8th of February, 1870, at 4 o'clock P. M., at his office, 226 South Sixth street, in the city of Philadelphia. W. W. MONTGOMERY, Auditor. ja25 f m w5t

SPECIAL NOTICES.

NOTICE.—APPLICATION HAS been made to the Philadelphia and Gray's Ferry Passenger Railway Company for a Certificate for Nine Shares of the stock of said Company, in lieu of a certificate for Nine Shares of the stock of said Company, dated January 23, 1864, and numbered 444, issued to ALFRED W. ADOLPH, and now standing in his name on the books of the Company, which certificate has been lost or destroyed. ja31 m,tu,4w§

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. The Stockholders, at their Annual Meeting held in Oxford, Chester county, Pennsylvania, January 10, 1870, elected: PRESIDENT, HENRY WOOD. DIRECTORS, Isaac Hinckley, Samuel M. Felton, Robert H. Lamborn, David Woelpper, Aaron Baker, Milton Conard, Geo. D. Armstrong, Jas. A. Strawbridge, Samuel Dickey, Edward Haines, Jacob Tome, Thos. Donaldson. The Directors, at a meeting held at the office of the Company in Philadelphia, January 27, 1870, elected JAMES R. RAMSEY Treasurer, and JOSEPH HUDDELL, Secretary. ja31 3t§

CITIZENS' ASSOCIATION FOR THE IMPROVEMENT OF STREETS AND ROADS OF PHILADELPHIA. At the meeting for organization of the Board of Directors, held on FRIDAY, January 21, 1870, the following officers were elected: SAMUEL B. THOMAS, President. WILLIAM V. STEVENSON, Secretary pro tem. EDWARD SHIPPEN, Secretary pro sem. Those desiring to become members of the Association are invited to call at the office, No. 431 WALNUT STREET, or give their names to the collectors, who have been appointed, and who are furnished with authority signed by the officers to receive subscriptions and to give receipts for the same. SUBSCRIPTIONS FIVE DOLLARS. ja26w,f,m6t§ SAMUEL B. THOMAS, President.

AT THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE CONTINENTAL HOTEL COMPANY, held on January 17th, 1870, the following named gentlemen were unanimously elected Managers for the ensuing year: JOHN RICE, JOSEPH D. MYERS, DANIEL HADDOCK, Jr., JAMES H. ORNE, JOHN C. HUNTER. At a meeting of the Board held on January 19th, JOHN RICE was unanimously re-elected President, and J. SERGEANT PRICE, Secretary and Treasurer. ja27 6t§ J. SERGEANT PRICE, Secretary.

OFFICE OF THE LOCUST MOUNTAIN COAL AND IRON COMPANY, No. 230 SOUTH THIRD STREET. PHILADELPHIA, Jan. 27th, 1870. At a meeting of the Board of Directors held this day a semi-annual dividend of Four Per Cent. on the Capital Stock, clear of State taxes, was declared, payable to the Stockholders or their legal representatives on and after February 8th. The transfer books will be closed until the 9th proximo. ja27 tfe11§ EDWARD SWAIN, Treasurer.

THE FIDELITY INSURANCE, TRUST AND SAFE DEPOSIT COMPANY. PHILADELPHIA, January 27, 1870. The stated Annual Meeting of the Stockholders of this Company will be held at its Office, Nos. 329 and 331 Chestnut street, on TUESDAY, the 8th day of February next, at 12 o'clock M., for the election of a Board of Directors for the ensuing year, and the transaction of such further business as may come before them. R. PATTERSON, Secretary. ja27 t fe8

OFFICE OF THE MAGNETIC IRON MINING COMPANY OF MICHIGAN, NO. 272 SOUTH THIRD STREET. PHILADELPHIA, Jan. 17, 1870. Notice is hereby given that an instalment of twelve and one-half cents (12½) on each and every share of the capital stock of the Magnetic Iron Mining Company of Michigan is hereby called, and will be due and payable at the office of the company, No. 272 South Third street, Philadelphia, on or before TUESDAY, February 8, 1870. By order of the Board of Directors. ja24tfe8§ WM. F. WEAVER, Secretary.

PHILADELPHIA AND READING RAILROAD COMPANY, Office, No. 227 South FOURTH Street. PHILADELPHIA, Dec. 22, 1869. DIVIDEND NOTICE.—The Transfer Books of the Company will be closed on FRIDAY, the 31st inst., and reopened on TUESDAY, January 11, 1870. A dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in CASH on and after January 17, 1870, to the holders thereof as they shall stand registered on the books of the Company on the 31st instant. All payable at this office. All orders for dividend must be witnessed and stamped. de22-60t§ S. BRADFORD, Treasurer.

THE BIG MOUNTAIN IMPROVEMENT COMPANY. PHILADELPHIA, January 22, 1870. The annual meeting of the Stockholders of the Big Mountain Improvement Company will be held at the Office, No. 320 Walnut street, on MONDAY, the 7th day of February next, at 4 o'clock P. M., when an election will be held for five Directors to serve for the ensuing year. The transfer books will be closed on SATURDAY, 29th inst., and reopened on TUESDAY, 8th prox. ja22tf-7 SAMUEL WILCOX, Secretary.

PHILADELPHIA AND ERIE RAILROAD COMPANY, OFFICE 230 WALNUT STREET. PHILADELPHIA, Jan. 15, 1870. The annual meeting of the Stockholders will be held at the office of the Company, on MONDAY, the 14th of February next, at 10 o'clock A. M. At this meeting an election will be held for ten managers of the Company, to serve for one year. The polls to close at 12 o'clock. ja15-s w9t§ GEO. P. LITTLE, Secretary.

WILLS OPHTHALMIC HOSPITAL, Race, above Eighteenth street. Open daily at 11 A. M. for treatment of diseases of the eye. ATTENDING SURGEON: Dr. Thomas George Morton, No. 1421 Chestnut street. VISITING MANAGERS: Albert H. Smith, No. 113 South Broad street. John C. Savery, No. 432 Walnut street. H. B. Lippincott, N. W. corner Twentieth and Cherry streets. de4s,wtf§

PHILADELPHIA AND TRENTON RAILROAD COMPANY, OFFICE 224 SOUTH DELAWARE AVENUE. PHILADELPHIA, Jan. 19, 1870. The Directors have this day declared a semi-annual Dividend of Five Per Cent. upon the capital stock of the Company, clear of taxes, from the profits of the six months ending December 31, 1869, payable on and after February 1 proximo, when the transfer books will be reopened. ja20 tfeline J. PARKER NORRIS, Treasurer.

OFFICE OF THE LOCUST MOUNTAIN COAL AND IRON COMPANY. PHILADELPHIA, January 7, 1870. The annual meeting of the Stockholders of the Locust Mountain Coal and Iron Company will be held at the office of the Company, No. 230 South Third street, on MONDAY, the 7th day of February next, at 12 M., when an election will be held for seven Directors, to serve for the ensuing year. The transfer books will be closed for fifteen days prior to the day of said election. EDWARD SWAIN, ja7 t fe8§ Secretary.

EDUCATION.

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC AND COMMERCIAL ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Thorough preparation for Business or College. Special attention given to Practical Mathematics, Surveying, Civil Engineering, &c. A first-class Primary Department. Circulars at Mr. Warburton's, No. 430 Chestnut street. ja19 1m§

GERMAN AND ENGLISH PRIVATE School, 419 North Ninth street. Boys taken in. Lessons given in the evening. Professor J. OTTO URBAN. ja29 2t*

THE MISSES MANSFIELD'S SCHOOL for young ladies, No. 4763 Main street, Germantown. References: Rev. A. P. Peabody, D. D., Harvard University; Ralph Waldo Emerson, Concord, Mass.; Oliver Wendell Holmes, M. D., Boston, Mass.; Samuel Bowles, Springfield, Mass.; E. R. Hoar, Attorney-General, Washington, D. C.; William Dorsey, Germantown; Rev. Silas Farrington, Germantown. ja22s,w6t§

H. D. GREGORY, A. M., CLASSICAL and English School, No. 1108 Market st. ja17-1m*

THE LEHIGH UNIVERSITY, SOUTH BETHLEHEM, Pennsylvania. Second Term opens February 3, 1870. To enter half advanced, or in the preparatory class, apply to HENRY COPPEE, LL. D., President. ja13 1m§

THE COLLEGIATE SCHOOL, S. W. corner of BROAD and WALNUT streets, has peculiar facilities for fitting pupils for the Freshman or Sophomore class at Harvard, Yale, Princeton, and the University of Pennsylvania. A first-class gymnasium affords ample opportunity for physical exercise, under competent instructors. REFERENCES: President Eliot, Harvard; President Woolsey, Yale; Provost Stillé, University of Pennsylvania; Professor Cameron, Princeton; Hon. William Strong, Hon. Morton McMichael, Hon. Theodore Cuyler, Rev. Z. M. Humphrey, D. D., Hon. William A. Porter, and the patrons of the School generally. For circulars address R. H. CHASE and H. W. SCOTT, Principals. de28th,th,s,tf§

MUSICAL.

AMERICAN CONSERVATORY OF MUSIC, 1024 WALNUT, and 856 North BROAD street.—Second Half-Winter Term will begin Feb. 7. *Pupils may begin at any time*, without interfering with their progress as students. ja15-s w7t

BALLAD SINGING. T. BISHOP, 33 South Nineteenth street. ja10-1m*

HENRY G. THUNDER, 230 S. FOURTH street. Piano, Organ and Singing, in class or private lessons. oc6-tu th s-3m*

SIG. P. RONDINELLA, TEACHER OF Singing. Private lessons and classes. Residence, 308 S. Thirteenth street. au26 tf

INSTRUCTIONS.

HORSEMANSHIP.—THE PHILADELPHIA RIDING SCHOOL, No. 3338 Market street, is open daily for ladies and gentlemen. It is the largest, best lighted and heated establishment in the city. The horses are thoroughly broken for the most timid. An Afternoon Class for Young Ladies attending school, Monday, Wednesday and Fridays, and an Evening Class for Gentlemen. Horses taken to livery. Horses, vehicles and sleighs to hire. Fine carriages to hire. Storage for wagons and sleighs. THOMAS CRAIGE & SON, Proprietors.

COPARTNERSHIP.

NOTICE IS HEREBY GIVEN THAT the limited partnership heretofore existing between Richard D. Wood, Josiah Bacon, Benjamin V. Marsh, Lewis W. Hayward, Henry Henderson, Richard Wood and Samuel P. Godwin, under the firm of Wood, Marsh, Hayward & Co., terminates this day by its own limitation. The business will be settled at 309 Market street. PHILADELPHIA, December 31st, 1869.

LIMITED PARTNERSHIP.—THE SUBscribers hereby give notice that they have entered into a limited partnership, agreeably to the laws of Pennsylvania relating to limited partnership. That the name or firm under which said partnership is to be conducted is WOOD, MARSH, HAYWARD & CO. That the general nature of the business intended to be transacted is the Dry Goods and Notion Jobbing business. That the names of all the general and special partners interested therein are Benjamin V. Marsh, residing on West Walnut Lane, Germantown, General Partner; Lewis W. Hayward, residing at No. 243 South Eighth street, General Partner; Henry Henderson, residing on Chew street, Germantown, General Partner; Richard Wood, residing at No. 1121 Arch street, General Partner; Samuel P. Godwin, residing at No. 913 Pine street, General Partner, and Josiah Bacon, residing at No. 447 Marshall street, Special Partner. That the amount of capital contributed by the special partner, Josiah Bacon, to the common stock, is fifty thousand dollars. That the period at which said partnership is to commence is the 31st day of December, A. D. 1869, and the period at which it will terminate is the 31st day of December, A. D., 1870.
JOSIAH BACON, Special Partner. BENJAMIN V. MARSH, LEWIS W. HAYWARD, HENRY HENDERSON, RICHARD WOOD, SAMUEL P. GODWIN, General Partners. ja1 36t§

RENEWAL AND CONTINUANCE OF LIMITED PARTNERSHIP.—The subscribers hereby give notice that they have renewed and continued the Limited Partnership agreed upon and entered into by them on the thirty-first day of December, A. D. 1866, and which will expire on the thirty-first day of December, A. D. 1869, recorded in the office for recording deeds, &c., for the city and county of Philadelphia, in Book L. P. T. H., No. 1, page 565, under the provisions of the acts of Assembly of the Commonwealth of Pennsylvania in such cases made and provided; said renewed and continued partnership being made without modification or alteration of the terms and conditions of said original limited partnership, except as to the residence of one of the general partners, THOMAS C. ELSE, who has removed to No. 1428 North Fifteenth street, in the city of Philadelphia—as follows:
First—The name of the firm under which said continued and renewed partnership shall be conducted is SHULTZ & ELSE.
Second—The general nature of the business intended to be transacted is that of buying and selling Boots and Shoes; said business to be carried on in the city of Philadelphia.
Third—The names of the general partners are: WALTER F. SHULTZ, who resides at No. 2137 Green street, in the city of Philadelphia, and THOMAS C. ELSE, who resides at No. 1428 North Fifteenth street, in the city of Philadelphia; and the name of the special partner is HIRAM BROOKE, who resides at the Union Hotel, No. 319 Arch street, in the city of Philadelphia.
Fourth—The amount of capital which said special partner, HIRAM BROOKE, originally contributed to the common stock of said partnership was ten thousand dollars ($10,000), paid in cash, no part whereof has been paid to or withdrawn by said special partner, HIRAM BROOKE, but the same still remains undiminished as part of the common stock of said general partners.
Fifth—Said renewed and continued partnership is to commence on the thirty-first day of December, A. D. 1869, and is to terminate on the thirty-first day of December, A. D. 1872.
WALTER F. SHULTZ, THOMAS C. ELSE, General Partners. HIRAM BROOKE, Special Partner. de31 f-6t§

LIMITED PARTNERSHIP.—NOTICE IS hereby given that a Limited Partnership has been entered into between the undersigned, under the laws of the Commonwealth of Pennsylvania, upon the following terms:
I. The said partnership is to be conducted under the name and firm of MEYER & DICKINSON.
II. The general nature of the business intended to be transacted is the Dry Goods Importing and Commission Business, and the place of business in the City of Philadelphia.
III. The general partners are CHARLES H. MEYER, residing at Thirty-second and Hamilton streets, in the city of Philadelphia, and JOSEPH R. DICKINSON, residing at No. 1513 Swain street, in said city, and the special partner is LUCAS THOMPSON, residing in the city of New York.
IV. The amount of capital contributed by the said special partner, LUCAS THOMPSON, to the common stock of said firm, is fifty thousand dollars in cash.
V. The said partnership is to commence on the first day of January, A. D. 1870, and is to terminate on the thirty-first day of December, A. D. 1872.
CHARLES H. MEYER, JOSEPH R. DICKINSON, General Partners. LUCAS THOMPSON, Special Partner. ja1-s6t§

LIMITED PARTNERSHIP NOTICE. The undersigned have formed a Limited Partnership, in accordance with the laws of the State of Pennsylvania, on the following terms: The name of the firm is FRANK & STRETCH. The general nature of the business intended to be transacted is the wholesale Queensware business, to be carried on in the city of Philadelphia. The General Partners are SOLOMON FRANK, residing at No. 550 North Sixteenth street, in said city, and CHARLES B. STRETCH, residing at No. 1603 Jefferson street, in said city; and the Special Partner is ISRAEL H. WALTER, residing at No. 600 Marshall street, in said city. The amount of capital contributed by the said Special Partner, ISRAEL H. WALTER, to the common stock of said firm, is Twenty Thousand Dollars in goods and merchandise, duly appraised by William Plews, an appraiser appointed by the Court of Common Pleas for the city and county of Philadelphia for that purpose, which appraisement so made, showing the nature and value of said goods and merchandise, has been duly recorded in the office of the Recorder of Deeds for said city and county. The Partnership is to commence on the first day of January, A. D. 1870, and terminate on the thirty-first day of December, A. D. 1872.
SOLOMON FRANK, General Partner. CHARLES B. STRETCH, General Partner. ISRAEL H. WALTER, Special Partner. ja1 s 6t§

NOTICE OF LIMITED PARTNERSHIP.—The subscribers have this day formed a limited partnership, according to the provisions of the act of Assembly of March 21, 1836, entitled "An act relative to limited partnerships," and its several supplements, the terms of which are as follows:
1. The name of the firm under which said partnership shall be conducted is JAMES M. VANCE & CO.
2. The general nature of the business intended to be transacted is the business of buying and selling Hardware.
3. The only General Partners are JAMES M. VANCE, residing at No. 1629 Girard avenue, in the city of Philadelphia, and WILLIAM C. PETERS, residing at No. 604 Wood street, in said city; and the only Special Partner is HENRY D. LANDIS, residing at Chestnut Hill, Montgomery county, State of Pennsylvania.
4. The amount of capital contributed to the common stock by said Special Partner is $60,000 in cash.
5. The period at which said partnership is to commence is the first day of January, 1870, and the period at which it will terminate is the 31st day of December, 1870.
JAMES M. VANCE, WILLIAM C. PETERS, General Partners. HENRY D. LANDIS, Special Partner.
PHILADELPHIA, Dec. 31, 1869. ja1-s6t§

PHILADELPHIA, JANUARY 22, 1870. Having sold HENRY B. PANCOAST and FRANCIS I. MAULE (gentlemen in our employ for several years past), the stock, good-will and fixtures of our "Retail Establishment," located corner Third and Pear streets, in this city, that branch of the business will be carried on under the firm name of "PANCOAST & MAULE," at the old stand, and we recommend them to the trade and business public. PANCOAST & MAULE also propose to carry on the business of Warming and Ventilating Public and Private Buildings, both by Steam and Hot Water, in all its various systems, being thoroughly conversant to perform all work of that character. MORRIS, TASKER & CO.

THE UNDERSIGNED HAVE THIS DAY formed a co-partnership, under the style of PANCOAST & MAULE, for the continuance, at the old stand, of the Wrought Iron Tube and Fitting Business, in connection with the Heating of all Classes of Buildings by Steam and Hot Water. It is our intention to keep on hand, at all times, a full line of Morris, Tasker & Co.'s manufactures, to which we invite attention. HENRY B. PANCOAST, FRANCIS I. MAULE. ja25-12t§

WINES AND LIQUORS.

MISSOURI WINES. The steady and increasing demand for these Wines, the growth of a State peculiarly adapted in soil, climate, &c., has induced the subscriber to give them special attention. It is well ascertained that the rich and well-ripened grapes of that particular section impart to the wine a flavor and bouquet not found in the best foreign wines, and of a character peculiarly its own—the unanimous opinion of experienced connoisseurs of this and neighboring cities.

The undersigned has accepted the Agency of the celebrated "OAK HILL VINEYARDS," of the township of St. Louis; and being in direct and constant communication, is prepared to furnish, to consumers the product of those Vineyards, which can be relied upon for strict purity in addition to other qualities already mentioned. P. J. JORDAN, de23 3m 220 Pear street.

WANTS.

WANTED.—FAMILY SEWING TO DO; Bridal and Housekeeping outfits, Infants' Wardrobes, &c.; neat work; moderate prices; 41 North ELEVENTH Street. ja31 m w f 3t*

DRUGS.

DRUGGISTS WILL FIND A LARGE stock of Allen's Medicinal Extracts and Oil Almonds, Rad. Rhei, Opt., Citric Acid, Coxe's Sparkling Gelatin, genuine Wedgwood Mortars, &c., just landed from bark Hercules, from London. ROBERT SHOEMAKER & CO., Wholesale Druggists, N. E. corner Fourth and Race streets.

DRUGGISTS' SUNDRIES.—GRADUates, Mortar, Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices. SNOWDEN & BROTHER, ap5-tf 23 South Eighth street.

CASTILE SOAP—GENUINE AND VERY superior—200 boxes just landed from bark Rocio, and for sale by ROBERT SHOEMAKER & CO., Importing Druggists, N. E. corner Fourth and Race streets.

RICE.—60 CASKS RICE NOW LANDing from steamer Prometheus, from Charleston, S. C., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

ODD RUNS AND WALKS.

Curious Matches—Anecdotes and Incidents.

Under the title of "Odd Runs and Walks," a writer in Dickens's *All the Year Round* gives a pleasant historical account of curious matches. He says:

"Of course many crack runners have made a noise and obtained fame, alike independent of the footman world and the sporting world. There was the Shoreditch tradesman, neither young nor slim, who in 1750 ran from the church in that street to Edmonton, eight miles, in fifty minutes. There was the shepherd who, in 1764, ran on Mousley Hurst fifteen miles in eighty-eight minutes—at the rate of full ten miles an hour. Of course these achievements have been beaten by the professional racers, concerning whom it is not the purpose of the present article to speak. There was once a race between two men, one of whom was unfairly interrupted by an emissary of the other; he knocked the rascal down, fell over him, picked himself up again, and won the race. There was a running match between a lady and a gentleman round the Steyne at Brighton, in 1825; the gentleman ran well, but the lady ran better, and she won.

"One Captain Otto made a curious match at Brighton in 1803. He undertook to carry on his back or shoulders a stalwart grenadier of eighteen stone, and to run against a pony carrying a feather; but the grenadier pitched over the head of his bearer, and nearly brought both to ruin. The captain was to have run fifty yards against the pony's hundred and fifty. He then challenged a noble lord to a contest, in which Otto should carry his grenadier fifty yards, while the lord carried a feather a hundred; but the captain was vanquished. Did 'feather' mean feather-weight or light-weight rider, in the sporting phraseology of sixty or seventy years ago? Then there was the worthy who, in 1751, trundled a coach-wheel from the Bishop's Head, in the Old Bailey, to the eleventh milestone at Barnet, and back again, in three hours and fifty-one minutes. He won fifty pounds by achieving this curious feat in less than four hours.

"Nor is there any deficiency of walking achievements, irrespective of those by professional pedestrians, and sometimes marked by singular conditions. There was the attorney's clerk who, in 1773, took a walk from London to York and back, and accomplished the whole four hundred miles between Monday morning and Saturday evening in one week. There was the Gloucestershire militiaman, about the same period, who walked from London to Bristol in a little less than twenty hours—so at least said the newspapers of the period. It would be interesting to know whether the 'Young Irish Gentleman' performed the task on which a wager was laid in 1788, of 'Walking from London to Constantinople and back within a year.' We have no record of the result; but it may be presumed that he did not emulate the feat of walking on the sea, attributed by a lyrical authority to Teddy McGee, by which he wore his legs down to the knee. Among the odd walks which odd people have taken may be mentioned that of picking up stones placed a yard apart, and carrying them singly to a basket: a walk or a run, this, according to conditions. Then there is the formidable task of walking a thousand miles in a thousand successive hours, first performed by Captain Barclay; since outdone by a walk of a thousand quarter-miles in a thousand successive quarter-hours—a much more wearying and exhausting achievement, seeing that the runner must not rest or sleep so long as half an hour at any one time. This foolish, health-ruining work was once attempted, be it observed, by a woman!

"From men on foot to men on horseback the transition is natural. Some of the most remarkable examples of speed on horseback have been performed by non-professional riders. Cardinal Wolsey won his first promotion in life by a quick journey. When chaplain to Henry VII. he was sent from London on a special mission to the Emperor Maximilian in the Netherlands; he did the journey there and back in a little over two days, including the very slow and tedious sea-passage out and home between Dover and Calais. When Robert Carey was sent from London to Edinburgh, to announce to King James the death of Queen Elizabeth, he performed the journey of four hundred miles in the daylight of three days. Stow relates that one Bernard Calvert went in 1621 from London to Calais, and back, in seventeen hours; doing the land journey on horseback, and the channel voyage in a barge—by which was probably meant a heavy sailing boat. In 1745 an innkeeper named Thornhill rode from Stilton, in Huntingdonshire, to London, back to Stilton, and once again to London, accomplishing the whole two hundred and thirteen miles in twelve hours seventeen minutes; of course, with a good relay of horses. This was really a wonderful achievement if the accounts are reliable. Dick Turpin's ride we all know about; and let us never forget the immortal ride of Johnny Gilpin, of the verity of which we seem as certain as of anything in story. Of the doings on race-courses we need only mention those in which ladies have been concerned. At the Ripon races in 1725, we find that the ladies' plate was ridden for by women, in three heats and a final struggle. But the most notable lady in this class of achievements was probably Mrs. Thornton, the wife of Colonel Thornton. The Colonel challenged Mr. Flint, in 1804, that Mrs. Thornton would contest a race with him on York race-course for five hundred guineas a side. The bet was accepted, and the race took place—the Colonel leading the lady's horse to the starting-place. Mrs. Thornton took and kept the lead for the first three miles, when her horse failed, and her competitor won. She afterwards wrote to one of the newspapers, complaining that Mr. Flint's demeanor to her on the occasion had hardly been that of a gentleman. A 'turf row' sprang out of this event. Mr. Flint asserted that Colonel Thornton shirked payment of the lost bet; the Colonel equivocated; Mr. Flint publicly horse-whipped him; and as the Jockey Club first, and the Court of King's Bench afterwards, refused to give him redress, we may safely infer that there was something wrong about Colonel Thornton. His equestrian wife, however, did not relinquish her fondness for achievements in the saddle. She rode a race against Buckle, the Newmarket jockey. Mrs. Thornton appeared on the race-course, attired in purple cap and jacket, nankeen skirt, purple shoes and embroidered stockings. She was mounted on her mare 'Louisa.' She rode nine stone six pounds, against Buckle's thirteen stone six, and won by half a head.

"Of regular horse-races and race-horses there is, of course, much to tell; but we have naught to do with them here. There is, for instance, all about the famous horse Eclipse, who could cover twenty-five feet with one stride, and make seven such strides in three seconds; his unprecedented success as a racer was found to be due mainly to his magnificent heart (corporeal, not poetical), which weighed thirteen pounds. Unfortunately, horse-racing lends itself with ruinous facility to chicanery.

"Once, now and then, there have been quadrupedal races planned in which animals of a non-racing kind competed. Such a race is described in Parke's London *News*, in the time of George the First. At Northampton, in a holiday season, two bulls, five cows, and a calf were started to run a race; the adult animals being ridden by men, the calf by a boy. Four of the jockeys came to misfortune; three cows all threw their rider; the calf tumbled down with his; and one of the bulls won the race, without at all appreciating the fame which he gained thereby. Not many years ago, a race was planned in Lancashire between an elephant, a pony and a man; whether it came off we do not know; but it led to a discussion as to the ability of an elephant to run, in the usual sense in which running is understood; it was agreed that he can shuffle along at the pace of a man at good running speed, but not for a long time together. The ostrich is a runner of amazing swiftness, almost distancing the greyhound and the fleetest Arabian courser. And was there not a famous naturalist who mounted a cayman or alligator in the swamps of South America? And did not the alligator feel very much astonished at having to run or walk with such an unprecedented burden on his back? And would we not rather see it done than do it?

"Among driving achievements was the famous one by the Earl of March in 1750. He undertook to provide a four-wheel carriage that would be driven nineteen miles in one hour by one single team of four horses. It was a four-wheeler, but one of marvellously light construction. Wire and cords were used wherever practicable, instead of heavier materials; the harness was of fine leather covered with silk; the seat for the driver (no other 'fare') was of leather straps covered with velvet; every wheel had a tin box which dripped down oil uninterruptedly; the breechings for the horses were of whalebone; the wood work was as light as possible, but in all critical parts strengthened with well-tempered steel. In short, the whole machine was so light that one man could carry it, together with the harness. The Earl sat on the binder part of the carriage, but four postilions virtually drove the horses. Many vehicles were made and abandoned, and many horses killed, before the real event came off. He achieved the task, doing nineteen miles in ample time for another mile within the hour."

FINANCIAL.

J. W. GILBOUGH & CO., BANKERS, 42 SOUTH THIRD STREET, Negotiate Loans, Buy and Sell Government and other reliable Securities. ja31 m w f 1y§

D. C. WHARTON SMITH & CO., BANKERS AND BROKERS, No. 121 S. THIRD STREET. SUCCESSORS TO SMITH, RANDOLPH & CO. Every department of Banking business shall receive prompt attention, as heretofore. Quotations of Stocks, Gold and Governments constantly received from our friends, E. D. RANDOLPH & CO., New York, by our PRIVATE WIRE. ja5-1y

BANKING HOUSE OF JAY COOKE & CO. 112 and 114 So. THIRD ST. PHILAD'A. DEALERS IN ALL GOVERNMENT SECURITIES. We will receive applications for Policies of Life Insurance in the new National Life Insurance Company of the United States. Full information given at our office.

5-20'S AND 1881'S Bought, Sold and Exchanged on most liberal terms. GOLD Bought and Sold at Market Rates. COUPONS CASHED. PACIFIC RAILROAD BONDS Bought and Sold. STOCKS Bought and Sold on Commission Only. COLLECTIONS Made on all Accessible Points. DE HAVEN & BRO. 40 South Third St., PHILADELPHIA. ap9tf

FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS OF THE Fredericksburg and Gordonsville Railroad Co., of Virginia. Principal and Interest Payable in Gold. These Bonds are secured by a First and Only Mortgage on the entire real estate, road, personal property, franchise and rolling stock of the Company, given to the Farmers' Loan and Trust Company of New York, Trustees. The road is 63 miles in length, connecting Fredericksburg with Charlottesville by way of Orange Court House, passing through a section of the Shenandoah Valley, the local traffic of which, alone, will support the road, while, as part of the great through lines to the Southwest and West, the safety and security of the Company's Bonds are placed beyond question and doubt. We offer a limited amount of these Bonds at 92½ and interest from November 1, in currency. Pamphlets, maps and information furnished on application to TANNER & CO., No. 49 WALL Street, New York. SAMUEL WORK, No. 25 S. THIRD Street, Philadelphia. de9 tf§

DENTISTRY.

30 YEARS' ACTIVE PRACTICE.—Dr. FINE, No. 219 Vine street, below Third, inserts the handsomest Teeth in the city at prices to suit all. Teeth Plugged, Teeth Repaired, Exchanged, or Remodelled to suit. Gas and Ether. No pain in extracting. Office hours, 8 to 5.

SHIPPERS' GUIDE.

1870. IMPORTANT TO SHIPPERS. ALL RAIL FREIGHT LINE BETWEEN PHILADELPHIA AND THE WEST, Via Baltimore and Ohio Route. Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and Southwest will be transported, ALL RAIL. No change of cars between Philadelphia and Columbus, Cincinnati, Indianapolis, Chicago or St. Louis. Special attention will be given to the prompt and rapid transportation of first and second class goods. Rates furnished and Through Bills Lading given at the Office, 44 South Fifth Street. Freight received daily until 5 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Railroad Company, Corner Washington Av. and Swanson St. JOHN S. WILSON, Gen. Thr. Frt. Agt. P. W. & B. R. R. Co. JAMES C. WILSON, Agent Baltimore and Ohio R. R. Co. N. B.—On and after MONDAY, January 10th, the rates to all points via Baltimore and Ohio route will be the same via Canal to Baltimore as by the Rail line. ja5 lmrp§

FOR BOSTON.—STEAMSHIP LINE DIRECT, SAILING FROM EACH PORT EVERY Wednesday and Saturday. FROM PINE STREET WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON.

FROM PHILADELPHIA, 10 A. M.	FROM BOSTON, 3 P. M.
SAXON, Wednesday, Feb. 2	ARIES, Wednesday, Feb. 2
NORMAN, Saturday, " 5	ROMAN, Saturday, " 5
ARIES, Wednesday, " 9	SAXON, Wednesday, " 9
ROMAN, Saturday, " 12	NORMAN, Saturday, " 12
SAXON, Wednesday, " 16	ARIES, Wednesday, " 16
NORMAN, Saturday, " 19	ROMAN, Saturday, " 19
ARIES, Wednesday, " 23	SAXON, Wednesday, " 23
ROMAN, Saturday, " 26	NORMAN, Saturday, " 26

These Steamships sail punctually. Freight received every day. Freight forwarded to all points in New England. For Freight or Passage (superior accommodations) apply to HENRY WINSOR & CO., 338 South Delaware avenue.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES FROM QUEEN STREET WHARF. The YAZOO will sail for NEW ORLEANS, via Havana, on Tuesday, Feb. 1st, at 8 A. M. The JUNIATA will sail from NEW ORLEANS, via HAVANA, on ——, Jan. —. The TONAWANDA will sail for SAVANNAH on Saturday, Jan. 29, at 8 o'clock A. M. The WYOMING will sail from SAVANNAH on Saturday, Jan. 29. The PIONEER will sail for WILMINGTON, N. C., on Saturday, Feb. 5, at 6 A. M. Through bills of lading signed, and passage tickets sold to all points South and West. BILLS OF LADING SIGNED at QUEEN ST. WHARF. For freight or passage, apply to WILLIAM L. JAMES, General Agent, 130 South Third street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY, at Noon, from FIRST WHARF above MARKET Street. THROUGH RATES to all points in North and South Carolina via Seaboard Air-Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee and the West via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense for transfer. Steamships insure at lowest rates. Freight received DAILY. WILLIAM P. CLYDE & CO. No. 12 South Wharves and Pier No. 1 North Wharves. W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave regularly from the first wharf above Market street, every Saturday at noon. Freight received daily. WM. P. CLYDE & CO., No. 12 South Wharves and Pier 1 North Wharves. HYDE & TYLER, Agents at Georgetown. M. ELDRIDGE & CO., Agents at Alexandria, Va.

NOTICE.—FOR NEW YORK, VIA DELAWARE and Raritan Canal—Swiftsure Transportation Company—Despatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 8th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves.

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. SWIFTSURE TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES. The business of these lines will be resumed on and after the 19th of March. For freight, which will be taken on accommodating terms, apply to WM. BAIRD & CO., No. 132 South Wharves.

CONSIGNEES' NOTICES.

NOTICE.—THE BRIG "ANNIE BATCHELDER," from Portland, Me., is now discharging at Mead Alley Wharf. Consignees will please attend to the reception of their goods. WORKMAN & CO., Consignees, 123 Walnut street. de24 tf

CAUTION

CAUTION.—ALL PERSONS ARE hereby cautioned against harboring or trusting any of the crew of the British brig "Estelle," Delap master, from Rotterdam, as no debts of their contracting will be paid by Captain or Consignees. WORKMAN & CO., Consignees. del4 tf

LUMBER.

MAULE, BROTHER & CO., 2500 South Street.
1870. PATTERN MAKERS. PATTERN MAKERS. CHOICE SELECTION OF MICHIGAN CORK PINE FOR PATTERNS. 1870.
1870. SPRUCE AND HEMLOCK. SPRUCE AND HEMLOCK. LARGE STOCK. 1870.
1870. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. 1870.
1870. FLORIDA STEP BOARDS. FLORIDA STEP BOARDS. RAIL PLANK. RAIL PLANK. 1870.
1870. WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. ASSORTED FOR CABINET MAKERS, BUILDERS, &C. 1870.
1870. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870.
1870. SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1870.
1870. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870.
1870. CEDAR SHINGLES. CEDAR SHINGLES. CYPRESS SHINGLES. LARGE ASSORTMENT. FOR SALE LOW. 1870.
1870. PLASTERING LATH. PLASTERING LATH. LATH. MAULE BROTHER & CO., 2500 SOUTH STREET. 1870.

Lumber Under Cover, ALWAYS DRY. Walnut, White Pine, Yellow Pine, Spruce, Hemlock Shingles, &c., always on hand at low rates. WATSON & GILLINGHAM, 924 Richmond Street, Eighteenth Ward. mh29-1y§

YELLOW PINE LUMBER.—ORDERS for cargoes of every description Sawed Lumber executed at short notice—quality subject to inspection. Apply to EDW. H. ROWLEY, 16 South Wharves.

COAL AND WOOD.

S. MASON BINES. JOHN F. SHEAFF. THE UNDERSIGNED INVITE ATTENTION to their stock of Spring Mountain, Lehigh and Locust Mountain Coal, which, with the preparation given by us, we think cannot be excelled by any other Coal. Office, Franklin Institute Building, No. 15 S. Seventh street. BINES & SHEAFF, ja10-tf Arch street wharf, Schuylkill.

TRAVELERS' GUIDE.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE to the Lehigh and Wyoming Valley, Northern Pennsylvania, Southern and Interior New York, Rochester, Buffalo, Niagara Falls, the Great Lakes and the Dominion of Canada. WINTER ARRANGEMENTS. TAKES EFFECT, November 22d, 1869. 14 DAILY TRAINS leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:
7.30 A. M.—Accommodation for Fort Washington.
At 8 A. M.—Morning Express for Bethlehem and Principal Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, Towanda and Waverly; connecting at Waverly with ERIE RAILWAY for Niagara Falls, Buffalo, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
9.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton and Carbondale via Lehigh and Susquehanna Railroad, and Allentown, Easton, Hackettstown, and points on New Jersey Central Railroad and Morris and Essex Railroad to New York via Lehigh Valley Railroad.
At 10.45 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.
1.15, 5.20 and 8 P. M.—Accommodation to Abington.
At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Pittston, Scranton, and Wyoming Coal Regions.
At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 5.00 P. M.—Through for Bethlehem, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.
At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11.30 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 A. M., 2.15, 4.40 and 8.25 P. M. 2.15 P. M., 4.40 P. M. and 8.25 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.
From Doylestown at 8.25 A. M., 4.20 P. M. and 7.05 P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 9.25 and 10.35 A. M. and 3.10 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4.00 P. M.
Fifth and Sixth Streets and Second and Third Streets Lines of City Passenger cars run directly to and from the Depot. Union Line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express office, No. 105 South Fifth street.

PENNSYLVANIA CENTRAL RAILROAD.—After 8 P. M., SUNDAY, November 14th, 1869. The trains of the Pennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway, the last car connecting with each train leaving Front and Market street thirty minutes before its departure. Those of the Chestnut and Walnut Streets Railway run within one square of the Depot. Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accom	at 10.30 A. M., 1.10, and 7.00 P. M.
Fast Line	at 11.50 A. M.
Erie Express	at 11.50 A. M.
Harrisburg Accom	at 2.30 P. M.
Lancaster Accom	at 4.10 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Erie Mail and Pittsburgh Express	at 9.45 P. M.
Accommodation	at 12.11 A. M.
Pacific Express	at 12.00 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 3.10 A. M.
Philadelphia Express	at 6.50 A. M.
Erie Mail	at 6.30 A. M.
Paoli Accommodation at 8.20 A. M. and 3.40 & 6.25 P. M.	
Parkesburg Train	at 9.10 A. M.
Fast Line	at 9.40 A. M.
Lancaster Train	at 12.55 P. M.
Erie Express	at 12.55 P. M.
Southern Express	at 7.00 P. M.
Lock Haven and Elmira Express	at 7.00 P. M.
Pacific Express	at 4.25 P. M.
Harrisburg Accommodation	at 9.50 P. M.

For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Ticket Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE. Commencing MONDAY, May 10th, 1869. Trains will leave Depot, corner Broad and Washington avenue, as follows:
WAY MAIL TRAIN at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all Regular Stations. Connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.
EXPRESS TRAIN at 12.00 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington with train for New Castle.
EXPRESS TRAIN at 4.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
NIGHT EXPRESS at 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 12.00 M. Train.
WILMINGTON TRAINS.—Stopping at all Stations between Philadelphia and Wilmington.
Leave PHILADELPHIA at 11.00 A. M., 2.30, 5.00 and 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave WILMINGTON 6.30 and 8.10 A. M., 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. train will not stop between Chester and Philadelphia. The 7.00 P. M. train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
Trains leaving WILMINGTON at 6.30 A. M. and 4.15 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Central R. R.
From BALTIMORE to PHILADELPHIA.—Leaves Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.35 P. M., Express. 7.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.—Leaves BALTIMORE at 7.25 P. M. Stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester.
Through tickets to all point West, South, and Southwest may be procured at the ticket office, 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Sup't.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Monday, Nov. 22d, 1869, and until further notice:
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 4.35, 5, 5¼, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown—6, 6½, 7, 7½, 8, 8.20, 9, 10, 10.50, 11 A. M., 1, 2, 3, 3.50, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11, P. M.
The 8.20 down-train, and the 3½ and 5¼ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.15 A. M., 2, 4.05 minutes, 7 and 10½ P. M.
Leave Germantown—8.15 A. M., 1, 3, 6 and 9¼ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¼, 7, 9 and 11 P. M.
Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 7½, 9, 11.05, A. M.; 1½, 3, 4½, 5, 5¼, 6.15, 8.05, 10.05 and 11¾ P. M.
Leave Norristown—5.40, 6.25, 7, 7¾, 8.50, 11 A. M.; 1½, 3, 4½, 6.15, 8 and 9½ P. M.
The 7¾ A. M. Trains from Norristown will not stop at Mogee's, Potts' Landing, Domino or Schur's Lane.
The 5 P. M. Trains from Philadelphia will stop only at School Lane, Manayunk and Conshohocken.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½, 4 and 7.15 P. M.
Leave Norristown—7 A. M.; 1, 5½ and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4, 4½, 5¼, 6.15, 8.05, 10.05 and 11¾ P. M.
Leave Manayunk—6.10, 6.55, 7¼, 8.10, 9.20, 11½ A. M.; 2, 3½, 5, 6¾, 8.30 and 10 P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½, 4 and 7.15 P. M.
Leave Manayunk—7½ A. M.; 1½, 6 and 9¼ P. M.
PLYMOUTH R. R.
Leave Philadelphia, 7½ A. M.; 4½ P. M.
Leave Plymouth, 6¾ A. M.; 4½ P. M.
W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

Mail Train leaves Philadelphia	9.35 P. M.
" " Williamsport	7.40 A. M.
" arrives at Erie	6.30 P. M.
Erie Express leaves Philadelphia	11.50 A. M.
" " Williamsport	8.30 P. M.
" arrives at Erie	10.00 A. M.
Elmira Mail leaves Philadelphia	9.00 A. M.
" " Williamsport	6.00 P. M.
" arrives at Lock Haven	7.30 P. M.

EASTWARD.

Mail Train leaves Erie	8.40 A. M.
" " Williamsport	9.25 P. M.
" arrives at Philadelphia	6.20 A. M.
Erie Express leaves Erie	8.50 P. M.
" " Williamsport	8.00 A. M.
" arrives at Philadelphia	6.10 P. M.
Elmira Mail leaves Lock Haven	8.00 A. M.
" " Williamsport	9.45 A. M.
" arrives at Philadelphia	6.00 P. M.
Buffalo Express leaves Williamsport	12.35 A. M.
" " Harrisburg	5.20 A. M.
" arrives at Philadelphia	9.25 A. M.

Express east connects at Corry. Mail east at Corry and Irvineton. Express west at Irvineton with trains on Oil Creek and Allegheny River Railroad. ALFRED L. TYLER, General Superintendent.

READING RAILROAD.—GREAT Trunk Line from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, Dec. 20, 1869, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:
MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. Returning, leaves Reading at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.
MORNING EXPRESS.—At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The 7.30 A. M. train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. train connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.
POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at the intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6.15 P. M.
READING AND POTTSVILLE ACCOMMODATION.—Leaves Pottsville at 5.40 A. M., and Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M., and at Pottsville at 9.50 P. M.
Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 9.00 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.05 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.
Harrisburg Accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12.30 noon for Pottsville and all Way Stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all Way Stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.
CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.30 and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.30 A. M., 12.45 and 5.15 P. M.
PERKIOMEN RAILROAD.—Passengers for Schwenksville take 7.30 A. M., 12.30 and 4.00 P. M. trains for Philadelphia, returning from Schwenksville at 8.05 A. M., 12.45 noon. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE RAILROAD.—Passengers for Mt. Pleasant and intermediate points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia; returning from Mt. Pleasant at 7.00 and 11.25 A. M.
NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9.00 A. M. and 5.00 P. M., passing Reading at 1.45 and 10.05 P. M., and connects at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.
Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 5.35 A. M. and 12.20 noon, passing Reading at 7.20 A. M. and 2.00 P. M., arriving at New York 12.05 noon and 6.35 P. M. Sleeping Cars accompany these trains through between Jersey City and Pittsburgh, without change.
Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.30 and 11.30 A. M. and 6.50 P. M., returning from Tamaqua at 8.35 A. M. and 2.15 and 4.50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 8.55 A. M. and 3.20 P. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pinegrove, Tremont and Brookside; returning from Harrisburg at 7.30 A. M., and 3.40 P. M.; from Brookside at 4.00 P. M., and from Tremont at 7.15 A. M. and 5.05 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.
Excursion Tickets from Philadelphia to Reading and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates.
Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
Commutation Tickets at 25 per cent. discount, between any points desired, for families and firms.
Mileage Tickets, good for 2,000 miles, between all points at $52 50 each for families and firms.
Season Tickets, for three, six, nine or twelve months, for holders only, to all points, at reduced rates.
Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.
Freight Trains leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5.00 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
Mails close at the Philadelphia Post-office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.
BAGGAGE.
Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.
At 6.30 A. M., via Camden and Amboy, Accom. ... $2 25
At 8 A. M., via Camden and Jersey City Ex. Mail ... $3 00
At 2.00 P. M., via Camden and Amboy Express ... $3 00
At 6 P. M. for Amboy and intermediate stations.
At 6.30 and 8 A. M., and 2 P. M., for Freehold.
At 2.00 P. M. for Long Branch and Points on R. & D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3.30 and 4.30 P. M., for Trenton.
At 6.30, 8 and 10 A. M., 12 M., 2, 3.30, 4.30, 6, 7 and 11.30 P. M., for Bordentown, Florence, Burlington, Beverly and Delanco.
At 6.30 and 10 A. M., 12 M., 3.30, 4.30, 6, 7 and 11.30 P. M. for Edgewater, Riverside, Riverton, Palmyra and Fish House, 8 A. M., and 2 P. M., for Riverton.
The 11.30 P. M. Line leaves from foot of Market street by upper ferry.
From Kensington Depot:
At 7.30 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.45 A. M. and 6 P. M. for Bristol.
At 7.30 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.
At 7.30 and 10.45 A. M., 2.30, 4, 5 and 6 P. M. for Schenck's and Eddington.
At 7.30 and 10.45 A. M., 2.30, 4, 5 and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8.30 P. M. for Holmesburg and Intermediate Stations.
From West Philadelphia Depot via Connecting Railway.
At 7, 9.30 and 11 A. M., 1.20, 4, 6.45, and 12 P. M. New York Express Line, via Jersey City ... $3 25
At 11.30 P. M. Emigrant Line ... $2 00
At 7, 9.30 and 11 A. M., 1.20, 4, 6.45, and 12 P. M. for Trenton.
At 7, 9.30 and 11 A. M., 4, 6.45 and 12 P. M., for Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.
The 9.30 A. M. and 12 P. M. Lines run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 9.30 A. M., 6.45 and 12 P. M. lines.
BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.
At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, &c.
At 7.30 A. M. and 3.30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.
At 11 A. M. from West Philadelphia Depot, and 5 P. M. from Kensington Depot, for Lambertville and Intermediate Stations.
CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market street Ferry (Upper Side.)
At 7 and 10 A. M., 1, 2.15, 3.30, 5 and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainsport and Mount Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lumberton and Medford.
At 7 and 10 A. M., 1, 3.30 and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham and Pemberton.
At 10 A. M. for Lewistown, Wrightstown, Cookstown, New Egypt and Hornerstown.
At 7 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon and Hightstown.
Fifty pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge.
An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residences or hotel to destination, by Union Transfer Baggage Express.
Lines from New York for Philadelphia will leave from foot of Cortland street at 1.00 and 4.00 P. M., via Jersey City and Camden. At 8.30 and 10 A. M., 12.30, 5, 6 and 9 P. M., and at 12 Night, via Jersey City and West Philadelphia.
From Pier No. 1, N. River, at 6.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.
Dec. 22, 1869. WM. H. GATZMER, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, Nov. 1st, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Wilmington and Baltimore Central Railroad: Leave PHILADELPHIA for PORT DEPOSIT, from Depot of Philadelphia, Wilmington and Baltimore Railroad Company, corner Broad and Washington avenue, at 7.00 A. M. and 4.30 P. M. A Freight Train, with Passenger car attached, will leave Philadelphia for Oxford at 2.30 P. M. Leave PHILADELPHIA for all Stations on Wilmington and Reading Railroad at 4.30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5.40 A. M., 9.25 A. M., and 4.25 P. M. On Saturday the 2.30 train will leave at 4.30 P. M. Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—Winter Arrangement.—On and after MONDAY, Oct. 4, 1869, Trains will leave as follows: Leave Philadelphia, from New Depot Thirty-first and Chestnut streets, 7.45 A. M., 11.00 A. M., 2.30 P. M., 4.15 P. M., 4.40 P. M., 6.15 P. M., 11.30 P. M. Leave West Chester, from Depot, on East Market street, 6.25 A. M., 8.00 A. M., 7.45 A. M., 10.45 A. M., 1.55 P. M., 4.50 P. M., 6.55 P. M. Train leaving West Chester at 8.00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle and Media; leaving Philadelphia at 4.40 P. M., will stop at Media, Glen Riddle, Lenni and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and car will be attached to Express Train at B. C. Junction; and going West, Passengers for Stations above B. C. Junction will take train leaving Philadelphia at 4.40 P. M., and will change cars at B. C. Junction. The Depot in Philadelphia is reached directly by the Chestnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival. ON SUNDAYS.—Leave Philadelphia for West Chester at 8.30 A. M. and 2.00 P. M. Leave West Chester for Philadelphia at 7.55 A. M. and 4.00 P. M. 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 a special contract be made for the same. WILLIAM C. WHEELER, General Superintendent.

WEST JERSEY RAILROAD FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPT. 21st, 1869. Leave Philadelphia, Foot of Market street (Upper Ferry) at 8.15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro and all intermediate stations. 3.15 P. M., Mail, for Cape May, Millville, Vineland and way stations below Glassboro. 3.30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations. 5.30 P. M., Woodbury and Glassboro accommodation. Freight train for all stations leaves Camden daily, at 12.00 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivered at No. 228 S. Delaware avenue. Commutation tickets, at reduced rates, between Philadelphia and all stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.) Leave Philadelphia, 3.15 A. M. Leave Cape May, 1.10 P. M. WILLIAM J. SEWELL, Superintendent.

CAMDEN AND ATLANTIC RAILROAD.—CHANGE OF HOURS—WINTER ARRANGEMENT. On and after MONDAY, Nov. 1, 1869, trains will leave Vine street ferry as follows, viz:

Mail and Freight	8.00 A. M.
Atlantic Accommodation	3.45 P. M.
Junction Accommodation to Atco and intermediate stations	5.30 P. M.

RETURNING, LEAVE ATLANTIC:

Mail and Freight	1.43 P. M.
Atlantic Accommodation	6.05 A. M.
Junction Accommodation from Atco	6.23 A. M.

Haddonfield Accommodation trains leave Vine Street Ferry ... 10.15 A. M. and 2.00 P. M. Haddonfield ... 1.00 P. M. and 3.15 P. M.
EXTRA TRAIN FOR ATLANTIC CITY. (SATURDAYS ONLY.) On and after February 5th, an extra train will run EVERY SATURDAY, in advance of the Mail Train: Leave Philadelphia at ... 8.00 A. M. Leave Atlantic at ... 3.50 P. M. Allowing persons nearly FIVE hours on the beach. DAVID H. MUNDY, Agent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above-named points. Goods delivered at the Through Freight Depot, S. E. cor. Front and Noble streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M., the succeeding day. ELLIS CLARK, Agent.

MEDICAL.

Ayer's Cherry Pectoral, For Diseases of the Throat and Lungs, such as Coughs, Colds, Whooping Cough, Bronchitis, Asthma, and Consumption.

Probably never before in the whole history of medicine, has anything won so widely and so deeply upon the confidence of mankind, as this excellent remedy for pulmonary complaints. Through a long series of years, and among most of the races of men it has risen higher and higher in their estimation, as it has become better known. Its uniform character and power to cure the various affections of the lungs and throat, have made it known as a reliable protector against them. While adapted to milder forms of disease and to young children, it is at the same time the most effectual remedy that can be given for incipient consumption, and the dangerous affections of the throat and lungs. As a provision against sudden attacks of *Croup*, it should be kept on hand in every family, and indeed as all are sometimes subject to colds and coughs, all should be provided with this antidote for them.

Although settled *Consumption* is thought incurable, still great numbers of cases where the disease seemed settled, have been completely cured, and the patient restored to sound health by the *Cherry Pectoral*. So complete is its mastery over the disorders of the Lungs and Throat, that the most obstinate of them yield to it. When nothing else could reach them, under the *Cherry Pectoral* they subside and disappear.

Singers and Public Speakers find great protection from it.

Asthma is always relieved and often wholly cured by it.

Bronchitis is generally cured by taking the *Cherry Pectoral* in small and frequent doses.

So generally are its virtues known that we need not publish the certificates of them here, or do more than assure the public that its qualities are fully maintained.

Ayer's Ague Cure, For Fever and Ague, Intermittent Fever, Chill Fever, Remittent Fever, Dumb Ague, Periodical or Bilious Fever, &c., and indeed all the affections which arise from malarious, marsh, or miasmatic poisons.

As its name implies, it does *Cure*, and does not fail. Containing neither Arsenic, Quinine, Bismuth, Zinc, nor any other mineral or poisonous substance whatever, it in nowise injures any patient. The number and importance of its cures in the ague districts, are literally beyond account, and we believe without a parallel in the history of Ague medicine. Our pride is gratified by the acknowledgments we receive of the radical cures effected in obstinate cases, and where other remedies had wholly failed.

Unacclimated persons, either resident in, or travelling through miasmatic localities, will be protected by taking the *AGUE CURE* daily.

For *Liver Complaints*, arising from torpidity of the Liver, it is an excellent remedy, stimulating the Liver into healthy activity.

For Bilious Disorders and Liver Complaints, it is an excellent remedy, producing many truly remarkable cures, where other medicines had failed.

Prepared by DR. J. C. AYER & Co., Practical and Analytical Chemists, Lowell, Mass., and sold all round the world.

PRICE, $1.00 PER BOTTLE.

At wholesale by J. M. MARIS & CO., Philadelphia. n9-tu th s 4m

OPAL DENTALLINA.—A SUPERIOR article for cleaning the Teeth, destroying animalcula which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physicians and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apothecary, Broad and Spruce streets. For sale by Druggists generally, and

Fred. Browne,	D. L. Stackhouse,
Hassard & Co.,	Robert C. Davis,
C. R. Keeny,	Geo. C. Bower,
Isaac H. Kay,	Chas. Shivers,
C. H. Needles,	S. M. McColin,
T. J. Husband,	S. C. Bunting,
Ambrose Smith,	Chas. H. Eberle,
Edward Parrish,	James N. Marks,
Wm. B. Webb,	E. Bringhurst & Co.,
James L. Bispham,	Dyott & Co.,
Hughes & Combe,	H. C. Blair's Sons,
Henry A. Bower.	Wyeth & Bro.

MACHINERY, IRON, &C.

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia, MANUFACTURE STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Pumping. BOILERS—Cylinder, Flue, Tubular, &c. STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes. CASTINGS—Loam, Dry and Green Sand, Brass, &c. ROOFS—Iron Frames, for covering with Slate or Iron. TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c. GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c. SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers and Elevators, Bag Filters, Sugar and Bone Black Cars, &c. Sole manufacturers of the following specialties: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Barton's improvement on Aspinwall & Woolsey's Centrifugal. Bartol's Patent Wrought-Iron Retort Lid. Strahan's Drill Grinding Rest. Contractors for the design, erection and fitting up of Refineries for working Sugar or Molasses.

COPPER AND YELLOW METAL Sheathing, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves.

WOOL.—4,500 POUNDS WESTERN Wool, assorted grades, in store and for sale by COCHRAN, RUSSELL & CO., No. 111 Chestnut street.