

NEWS SUMMARY.

Dr. S. Nancrede, killed by the late accident on the Hudson River Railroad, was formerly of this city. The remains of the deceased have been brought to this city, and will be buried to-day from the residence of Mrs. Drayton, West Delaware place.

John Harris, alias Curley Harris, was arrested on Tuesday at Pittsburg, on the charge of assault and battery with intent to kill Hugh Dougherty and rob him of his watch, at a house in Ninth street, below Market, in December last. He will be brought to this city, when he will have a hearing on the alleged charges.

At the meeting of the Board of Trusts held yesterday, a communication was received from property owners on South Delaware avenue, asking that the street should be thoroughly repaired. The Solicitor was ordered to prepare a petition to the Court of Quarter Sessions for a jury to assess damages for the contemplated widening of Water street, between Market and Arch streets, in accordance with the will of Mr. Girard.

Last evening, about 7 o'clock, Officer George Gilchrist, of the Eighth Police district, arrested a colored man at Eleventh and Green streets, having in his possession a bundle containing a quantity of wearing apparel. He was taken to the station, where he gave the name of John Howard, and said that he resided in Pearl street, above Eleventh. He was held to await a hearing to-day at the Central.

The convention to revise the rules of the Republican party met yesterday afternoon. The committee appointed to draft a series of rules for the consideration of the convention presented a report, the substance of which we published yesterday. Some of the rules were slightly amended, and adopted, and the convention adjourned until Monday afternoon next.

Lieutenant James Smith and B. Martin, Sergeant of the Seventeenth district police, were summoned to appear before Alderman Beiler yesterday, on complaint of Charles Schneidewind, who had made affidavit "that he had been eighteen years and two months in the United States regular army; was appointed on the police force October 23, 1869, and was an officer eleven months; seven months at \$45, and four months at \$75 per month; at the time the Metropolitan Police bill came up Lieutenant Smith told me that all the men had to pay \$35 to defeat it. I drew my pay and handed it to him; he said it was on account of the Police bill; that was in March, 1870; the next \$35 paid was in April; he told us at roll-call that he must have the money; the other stations had paid up, and he was behind-hand; and it must be paid over to the Mayor at once; I paid the second instalment to him or the sergeant; was discharged in November, 1870." In the absence of defendants, the case was continued until the 15th inst.

John Welsh, Esq., retiring President of the American Club, was last evening presented by the club with a heavy silver tea set.

The New Jersey Legislature has passed a resolution endorsing Philadelphia as the proper place for the celebration of the centennial anniversary of American independence.

The French provincial press generally urge peace.

The German army will enter Paris on the 19th instant.

An insurrection has broken out in the province of Constantine, Algeria.

Among the better classes of Parisians there is a longing for an immediate peace.

The Emperor of Austria has granted full amnesty to all political and press offenders.

The July issue of the Prussian war loan has been increased from eighty millions to one hundred and five millions of thalers.

The British representative at Versailles has been instructed to sustain the demand made by France for an extension of the armistice.

Cardinal Cullen avers that the Catholics claim, and expect to obtain, their own university and schools at the present session of Parliament.

An extensive thread mill at Manchester, England, has just been destroyed by fire, and nine hundred hands are thereby thrown out of employment.

General Cremer, with one division of the French Army of the East, effected a retreat from Pontarlier to Gex, but was obliged to spike and abandon forty guns to the Prussians.

THE RECENT HORROR.

The Hudson River Railroad Accident—Official Investigation by the Coroner—Testimony of Conductors and Passengers—Twenty-one Victims Already Discovered.

POUGHKEEPSIE, Feb. 8.—The Coroner's inquest in the case of the recent railroad accident was commenced here to-day, before Coroner Andrus, upon the body of James Stafford.

CHARLES COSMUS, conductor of the express train, sworn, said:—We left New York at six minutes past 8, on Monday evening; we should have left at 8 P. M.

I was sitting in the rear end of the second sleeping car with Mr. Scott, conductor; he heard the first whistle that was blown; passed Fishkill fifteen minutes past ten; whistle was probably blown at twenty-six minutes past ten; was seventeen minutes behind at Fishkill; our time there is fifty-eight minutes past nine; I heard the second whistle, and went out on the platform and commenced putting on my brakes; Scott followed me out and put on the brake on the other car; as I got my brake on and turned to take hold of the other, I felt the engineer reverse his engine; in a short time, two or three seconds, I felt a shock, and the car then went on fifteen or twenty feet and then came to a dead stand; there were but two sensations; I saw a glare of light, and looking out saw a mass of flames; I was on the river side; the instant the train stopped the light flashed like gunpowder; there was no fire till the engine struck; oil from the oil-car then entered the fire-box of the engine and became ignited; the fire sprang up like a wall of flame; the fore part of my car was then in the fire; I heard no explosion; you could see nothing because of the fire; Scott and myself then got all the passengers out of the car; the car was then all on fire; it was the second sleeping-car; there was only one in front of it; the train consisted of the locomotive, express-car, baggage-car, five sleeping-cars, and one coach; when we went out of the second car I thought the flames would follow back; all the passengers were then out of the third car, and that part of the train was uncoupled and shoved back; part of the oil train had broken loose and gone south; and the other part was further back when I got to the third car; the forward platform was on fire; that was the car Scott had put the brake

on; I then found we had saved all we could—that three sleeping cars had gone; I then went forward to see what was the matter; I could see nothing all the way up to the bridge for the flames, which seemed to rise solidly twenty-five or thirty feet; I know nothing more about the accident, except that I did the necessary telegraphing; I have no absolute knowledge as to the first car going off the track, only conjecture; the first and second sleepers were on the bridge, and the flames were burning under the bridge on the ice; I heard no sound of anything but the roar of the flames; Peter Vosburg was conductor of the first sleeping car; I do not know whether patent brakes were used; I am certain no lines were behind the first sleeping-car; if the ropes had been pulled my brake could not have been affected after I put it on; the engine was reversed after we had run about ten rods; we were not trying to make up time; in cold weather our orders are not to make up time; the engineer was considered a good man; there is a flagman at the draw; the engineer said he told him to put out a red light as he passed; the first signal we got was forty yards from the bridge; the engineer of the oil train had jumped off to give the signal; I think the cars in the oil train which ran off were rather back of the center of the train, as a rule we are on time; if we had not been behind time the accident would not have occurred; the night was perfectly clear; the curve south of the bridge would prevent the engineer from seeing a car off the track on the bridge; I had taken up all the tickets in the sleeping-car; you could put thirty passengers in a sleeping-car; but twelve could occupy the whole; there were two state-rooms in the first sleeping-car, but only one was occupied; I should judge there were sixteen or seventeen in the first sleeping-car, made a statement, which appeared in the Poughkeepsie Eagle, relative to having sixty-five sleeping-car tickets; I found one or two more persons, who said they were in the first sleeper, but when I came to sift them down, they could not tell; I had in my car forty-seven passengers, who told me they were in the sleeper; there were 3 persons who went to bed at New Hamburg, that made thirteen missing; there was one child somewhere in the sleeping car that I got a half ticket from; I got no tickets from two small children; found no one to respond to a half ticket; there were three breaks on the train.

THE CONDUCTOR OF THE SLEEPING CAR, James D. Scott, testified to his positive knowledge of the fact that the passengers of all the cars except the first sleeping car were saved, and that the train was running about thirty miles an hour.

Hammond V. Grout, conductor of sleeping car, testified that directly after the first shock he saw the first sleeping car lying on its side inclining to the east and parallel with the track. It was in flames, and no help could be given then inside.

The inquest then adjourned till Thursday at 2 P. M.

GRAPPLING FOR BODIES.

Up to this time no more bodies have been recovered, but grappling still continues. All the bodies found, thus far, have been identified. There are 19 of them, as follows:—George S. Benedict, of Cleveland; A. A. Gillett, of Buffalo; Arthur W. Pease and wife, of Buffalo; Lucius A. Root, of Buffalo; R. Germann; Dr. Samuel J. G. Nancrede; Robert Vosburg, porter of the Wagner car; James Stafford, of New York; W. N. Furbush, of Buffalo; George R. Thompson, of New York; Peter Vosburg, sleeping-car conductor; William C. Curry, of Erie, Pa.; and R. H. Lovett, of New York. Two more bodies are yet to be recovered, that of Simmons, engineer, and Lawrence Mooney, brakeman, which makes twenty-one victims in all.

I am told that a child's undershirt was found on the ice, marked "Ella Shields."

Edgar Underwood, conductor of the oil train, says the accident was caused by a broken axle on an oil car. It broke on the switch at New Hamburg station, and as the caboose passed some one at the station halloed. Everything was done that was possible to stop the train. He saw the oil car run on the bridge, and saw it about to cross on the up track.

The train was then nearly stopped, when he got off on the top track and his brother on the down track, both looking for the up train. His brother immediately shouted, "There comes the train." Every effort was made to stop it, but it looked as if no power on earth could do it. He saw the locomotive strike the car, when flames burst out in every direction.

HON. JOHN COVODE.

Memorial Address of Hon. William D. Kelley in the House of Representatives.

On the official announcement of the death of Hon. John Covode in the House of Representatives to-day, Mr. Kelley spoke as follows:—

Mr. Speaker:—We have again been painfully reminded that there is an appointed time to man on earth, and that he is consumed and vanishes away as the cloud. When on Friday, the 6th of January, he left Washington for a brief visit to Philadelphia and Harrisburg, few of us appeared to have a firmer hold on life or the more assured promise of a green and comfortable old age than my late colleague, Hon. John Covode. Descending from ancestors on either side whose lives had been prolonged beyond the allotted period, endowed with a robust and muscular frame, and having enjoyed singular immunity from disease, he was happy in the thought that at the expiration of this Congress he was to return to private life and devote his energies to the promotion of several enterprises in which his interests and feelings were engaged. But it was not so appointed. He was not to return to his place in this hall, and the execution of his cherished purposes was to be confined to other hands.

From Philadelphia he went with his younger sons to West Chester, Pennsylvania, to replace them in the excellent academy in which they had been receiving those educational advantages that were his; but untoward circumstances had deprived their father. Accompanied by his wife, he proceeded to Harrisburg on the 10th of January. He was in the enjoyment of his usual vigorous health, and passed the evening in cheerful intercourse with friends assembled at its capital from the several quarters of his native State. Expecting to take the early morning train, he retired early and slept, free from apprehension of the dread summons. About 3 o'clock he was awakened by a severe pain about the heart. What wife and friends, and a medical skill could do for his relief was done; but in less than two hours he was in the strong man's grasp the dread words, "I am dying," and

passed beyond the sphere of temporal trials or tribulations.

A distinguished citizen of Massachusetts, in the course of an elaborate article entitled "The Government and the Railroad Corporation," in the last number of the North American Review, in characterizing the people of Pennsylvania, says:—

"They are not marked by intelligence. They are, in fact, dull, uninteresting, very slow, and very persevering. These are qualities, however, which they hold in common with the ancient Romans. And they possess, also, in a marked degree, one other characteristic of that classic race, the power of organization, and through it of command. They have always desired of our Presidential elections; they have always, in their dull, heavy fashion, regulated our economical policy; their iron-masters have, in truth, proved themselves indeed, when viewed by other localities through the medium of the protective system by them imposed. Not open to argument, not receptive of ideas, not given to flashes of brilliant execution, this state none the less knows well what it wants, and knows equally well how to organize to secure it."

The author of this paragraph would probably have found little to commend in the character and career of Mr. Covode, who was born in the mountains, in the western Pennsylvania many years before that State had provided common schools for its children, and his childhood and youth were passed in toil on a farm and in a woolen mill. He had not studied the writings of Kant, Fichte, or Hegel, or even made himself familiar with those of Carlyle or Emerson. But, ignorant as he may have been of the doctrine of intuitive perceptions and the body of transcendental philosophy, he had, without these aids, attained such a knowledge of the use of material, nature and the springs that animate, twinkle or restrain them, as made him the welcome and trusted counsellor when maturing their grandest projects of men far more learned, brilliant, and distinguished than himself. His letters contain no quotations from classic authors, but are replete with evidence of his sagacity, insight into the motives of men, and masculine and matured judgment.

Mr. Covode was born in Westmoreland county, Pennsylvania, on the 17th of March, 1808. That his parentage was humble will be inferred from the fact that his grandfather, Garrett Covode, a native of Holland, was carried away by a pirate in the streets of Amsterdam by a sea captain, who brought him to Philadelphia, and, under then existing laws, sold him into bondage as a "redeemable," in which condition he was held for some years after coming to manhood. He was subsequently employed as a domestic servant in the household of General Washington. He died in 1826 at the advanced age of ninety-four years. The mother of Mr. Covode was a Quaker, and it is among the traditions of her family that two of her ancestors, together with a person named Wood, prepared and published a protest against the decision of William Penn recognizing the legality of African slavery. This protest is said to have been the first anti-slavery manifesto published in this country.

The first public office filled by Mr. Covode was that of justice of the peace for Lioniger and Fairfield townships, to which he was appointed by Governor Wolf before he was twenty-four years of age. Then, and in this humble office, it was that his neighbors bestowed upon him the sobriquet of honest John Covode. His office, to which angry litigants were summoned, was in truth a court of conciliation, in which, regardless of the emolument of office, the judge found his duty and pleasure in adjusting by compromise disputed claims between his neighbors and soothing their exasperation.

In 1845 he was nominated by the Whig conferees of the counties of Somerset and Westmoreland as the candidate of that party for State Senator. The district was largely Democratic and he was defeated, although he received several hundred more votes than any other candidate on the State or local ticket. At the next senatorial election he was again nominated, and such was his personal popularity that though both counties gave large Democratic majorities for the general ticket, he came within fifty votes of election. In 1854 he was nominated for Congress by the Whigs of the Nineteenth district, consisting of Westmoreland, Indiana and Armstrong counties. His competitor had been returned at the preceding election by a large majority, but Mr. Covode led him 2757 votes, and was returned. This was the Thirty-fourth Congress, and he was re-elected to the Thirty-fifth, Thirty-sixth, and Thirty-seventh.

On the 5th of March, 1860, Mr. Covode introduced a resolution providing for a committee of five members of the House "for the purpose of investigating whether the President of the United States or any other officer of the Government has, by money, patronage, or other improper means, sought to influence the action of Congress, or any committee thereof, for or against the passage of any law appertaining to the rights of any State or Territory, etc."

Few were engaged in the political struggles of those days who forgot the industry, energy, and ability with which Mr. Covode conducted the investigation ordered by this resolution, or the influence his elaborate report had upon the public mind. The report was a thorough exposure of the corrupt appliances by which the Kansas-Nebraska legislation had been secured, and was soon in the hands of every Republican speaker or writer in the country.

Mr. Covode was twice married, and had three sons by his first marriage, all of whom he gave to the country upon the breaking out of the war. George, the eldest, rose by gradual and well-earned promotion to the rank of colonel, and was killed while leading his regiment at the battle of St. Mary's Church, in 1864. The youngest, Jacob, pined for more than eighteen months in the loathsome and pestilential pen provided for Union prisoners at Andersonville. He still lives, a broken and prematurely old man. Mr. Covode's industry and enterprise had meanwhile secured him an ample competence, and with his sons he was ready to devote his too, to his country, and while bankers and capitalists were doubting the propriety of investing in the war loan about to be issued, the telegraph informed the people that John Covode had apprised the Secretary of the Treasury of his purpose to take \$50,000 of the forthcoming bonds.

He was a member of the joint Committee on the Conduct of the War. To the labors of this committee he devoted himself with untiring zeal until the 4th of March, 1863, when, having declined a nomination, he retired from Congress. Availing himself of the knowledge Mr. Covode had thus acquired, and of his quick perception of the motives of men, President Johnson requested him to make a tour of observation through the unconquered States, and report his conclusions and the general facts upon which they were based. But observing the change that had taken place in the views and purposes of the President, he soon returned and submitted a report, which was never made public, though the House called upon the President for a copy thereof.

Mr. Covode having refused to be a candidate for the next Congress, he was represented by a Democrat in the Thirty-ninth, and by a Republican in the Forty-first and Forty-second Congresses. Yield-

ing to the demands of his party he, however, accepted a nomination for the Forty-first, and was returned by a handsome majority, and was, after a contest by Hon. Henry D. Foster, also awarded a seat in the Forty-first Congress. His influence was not confined to his county or Congressional district. It was felt throughout the State, not only in politics, but in all measures projected for the development of its boundless material resources. Having conducted the campaign that resulted in the re-election of General Geary, he was at the time of his death Chairman of the Republican State Central Committee.

In comparatively early manhood he became the owner of the woolen mill in which he had been employed when a boy. He watched with interest our progress in the manufacture of textiles and labored to promote their diversification and perfection. But his mill did not offer an adequate field for his activity. He took a zealous part in promoting the construction of internal improvements by which the seaboard should be connected with the then opening West, and on the completion of the Pennsylvania Canal engaged largely in the business of transportation. He was also a liberal and energetic promoter of the construction of the Pennsylvania Central Railroad. On the completion of this road to Lockport, where he lived and superintended his mill, he concentrated his stock upon the western sections of the canal and engaged in forwarding to and from Pittsburgh the rapidly increasing freight moved by the railroad. About this time he also organized the Westmoreland Coal Company, which has developed the immense deposits of gas coal that underlie in such affluence his native hills. By this operation he added to the wealth of every farmer in the county, for the army of stalwart men now earning liberal wages by mining and handling this coal is so numerous that it gives them a steady home market not only for the cereals, but the minor productions of the farm which will not bear extended transportation.

Mr. Speaker, what I have said is sufficient to show that Mr. Covode was a man of power and a useful citizen. He had long been a member of the Methodist Episcopal Church, was faithful to all the relations of life, and his story may be read with profit by the youth of the country. Born subject to those "twin jailers of the daring heart, low birth and iron fortune," and receiving the benefits of but the smallest opportunities for early culture, he mastered fortune, commanded the confidence of his neighbors and fellow-citizens, and secured for his name an honorable place in his country's history, and, by originating and promoting beneficent enterprises, wrote it enduringly on the hills and in the homes of his native county. He left a wife and seven children to mourn his sudden death. The results of his provident care surround them, and their sorrow is alleviated by the confident assurance that he who was so fondly devoted to them has entered upon the rewards that are earned by a well-spent life.

DRAMATIZING THE POPE.—At the Teatro delle Muse, in Ancona, a Piedmontese company, the Comica Compagnia Piedmontese, have been giving in the Piedmontese dialect "La Caduta del Pater Temporal, Allusione Politica Contemporanea," by Luigi Pietra-tronca. Among the *dramatis personae* are: Don Temporal, Madame Esperia and her daughters, Tota Romana, Tota Emilia, Tota Fiorina, Tota Adriana, Partenope, Lombardi, Madame Diplomassia, Moses Berling, Momo Danubian, and Momo Malaga. It is seldom that a great historical event, such as the fall of the temporal power of the Pope at Rome, is so quickly brought upon the stage, but the liberation of Rome seems to have roused the Italians to unusual activity in every phase of life.

QUERY.—Some workmen lately excavating outside the walls of Cadiz suddenly came upon a large slab of marble, bearing some at present undeciphered characters. Raising the slab, they found it covered the entrance to a small vault. Provided with lights, they descended seven steps, and found it to be forty metres square by four high. In a small recess they discovered seven large ampoures, and in the centre two smaller ones secured by a chain. In these were found two tablets apparently covered with inscriptions in wax, and supposed to be in early Latin, as well as several gold and bronze coins. The Madrid Correspondencia says, "Is this a fact or an Andalusian shaver?"

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AMUSEMENTS. CHESNUT STREET THEATRE.

A MATINEE PERFORMANCE will be given in aid of the HOLLAND TESTIMONIAL, WEDNESDAY, Feb. 16, 1871.

Managers of the other Theatres, and members of the theatrical profession in Philadelphia, are cordially invited to co-operate in the matter.

E. L. DAVENPORT, Lessee and Manager.

FOYER OF THE ACADEMY OF MUSIC. FRIDAY AFTERNOON, Feb. 10, at 4 o'clock.

CHARLES W. BROOKE, ESQ., WILL LECTURE AT CONCERT HALL for a benevolent object on TUESDAY EVENING, the 14th inst. Subject—"Fish Bards and Ballads." Admission, 50c. 77c.

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Would invite attention to their large stock of Ladies' and Gents' Watches of American and foreign makers.

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Our stock has been largely increased for the approaching holidays, and new goods received daily. Silver Ware of the latest designs in great variety, for wedding presents. Repairing done in the best manner and guaranteed. 511 (mwt)

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First floor at No. 608 CHESNUT Street, 217 BELOW SEVENTH and CHESNUT STREETS.

AMUSEMENTS. AMERICAN ACADEMY OF MUSIC.

THIS (Thursday) EVENING, Feb. 9, GALA OPERA NIGHT.

Only time, positively, of the TROVATORE, IL TROVATORE, IL TROVATORE, IL TROVATORE.

With the Great Cast. First appearance of Miss EMMA HOWSON as LEONORA, in which she has achieved a signal triumph.

Mrs. ZELDA SEGUIN as AZUORNA, in which she is conspicuously unrivalled.

MR. W. CASTLE as ANTONIO, his most popular impersonation.

MR. HENRY DRAYTON as COUNT DI LUNA, his original role and most famous impersonation.

GRAND EXTRACTS CONCERT. First appearance of ALFRED HERRMANS.

First appearance of MISS ALMA KRAUSE, Last appearance but one of THE WONDERFUL CHILD AMERICUE.

The performance of Il Trovatore by this company has infinitely attracted the most numerous houses. This cast is unexceptionably great, and presents the beauties of the Opera with a uniform excellence, reflecting the highest degree of applause and commendation.

TO-MORROW (Friday), Benefit of the popular "Society."

MR. W. CASTLE, First time in English of Beethoven's immortal opera, SATURDAY—GALA FARWELL MATINEE.

IMMENSE PROGRAMME. All the great Double Company appear.

MOZART, VON WEBER, and OTTOW. The glorious second act of Marriage of Figaro. Second act of Der Freischutz.

Second act of Martha. This immense programme, the greatest ever presented by this company, is selected as presenting in favorite numbers all of the members of the Great Company.

SATURDAY NIGHT—FARWELL NIGHT. FAUST—IN GERMAN. HERRMANS, the greatest Bass, in his famous impersonation of Mephistopheles, universally believed to rank with the greatest lyric and dramatic triumphs of the stage.

Miss ALMA KRAUSE, the distinguished young Prima Donna. Her first appearance in Philadelphia as Marguerite.

MR. WILHELM LOTTI, the popular German Tenor, as Faust.

GRAND MILITARY PAGEANT in the Fourth Act. AN IMMENSE BRASS AND REED MILITARY BAND. Additional Chorus. Extra Grand Orchestra. A thoroughly delightful performance of this very popular Opera.

SEOURS YOUR SEATS. AMERICAN ACADEMY OF MUSIC. TWO MORE GRAND CONCERTS.

THEODORE THOMAS' UNEQUALLED CONCERT ORGANIZATION WEDNESDAY EVENING, Feb. 15, THURSDAY EVENING, Feb. 16.

The public is respectfully informed that arrangements have been completed to give two additional GRAND CONCERTS, ON WEDNESDAY EVENING, Feb. 15, and THURSDAY EVENING, Feb. 16.

Mr. Thomas will be assisted by the celebrated Pianist, MISS ANNA MEHLIG, and his UNRIVALLED ORCHESTRA, many of whom are EMINENT SOLOISTS.

The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed the entire SYMPHONY No. 6, PASTORAL, by Beethoven.

Admission Tickets, One Dollar Reserved Seats, Fifty Cents Extra Family Circle, Twenty-five Cents Gallery. SPECIAL NOTICE.—Subscription Tickets for Two Concerts, including Reserved Seats, Two Dollars. Can be obtained on Thursday and Friday, February 9 and 10, at F. A. North & Co., Music Store only, No. 1026 Chestnut street, and at the Box Office, of the Academy.

Full programmes can be obtained at the Ticket Office and principal Music Stores. 26c

WALNUT STREET THEATRE. THREE FARWELL NIGHTS.

MR. JOHN S. CLARKE (Prior to his departure for Europe), THIS (Thursday) EVENING, Feb. 9.

Tom Taylor's beautiful comedy in three acts of THE BABES IN THE WOOD. JEREMIAH BETTLE. MR. JOHN S. CLARKE To coincide with Buckstone's admirable comedy in three acts of LEAP YEAR.

MR. DIMPLE. MR. JOHN S. CLARKE E. L. DAVENPORT'S CHESNUT STREET THEATRE. LESSEE AND MANAGER E. L. DAVENPORT. THIS EVENING, Joseph C. Foster's grand spectacular drama of the OLD MAN OF THE MOUNTAIN, and the characters filled by DAVENPORT'S DOUBLE STAR COMPANY.

Tickets secured in advance at the Ticket Repository, No. 1211 Chestnut street, from 9 until 5 o'clock.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 8 o'clock. LOUES PACKED TO THE ROOF. SECOND WEEK OF "THE BABES IN THE WOOD." LYDIA THOMPSON AND TROUPE. MONDAY, TUESDAY, WEDNESDAY, AND THURSDAY EVENINGS, LUKLIN.

Sir Friday the Reckless. Miss LYDIA THOMPSON FRIDAY—BENEDICT O'LEARY THOMPSON. SIBBARD THE SAILOR. SATURDAY—LYDIA THOMPSON MATINEE.

GRAND ENGLISH OPERA COMBINATION. SPECIAL NOTICE.

All matters concerning the business of the present week of opera, except upon the benefit nights announced, are respectfully referred to the Management of the German Company, represented here by Mr. LEONARD GROVER, who has purchased all our interest in the receipts of the week, except as above stated.

C. D. HESS & CO., Proprietors and Managers Grand English Opera Combination.

MENNERCHOIR BAL MASQUE AT THE ACADEMY OF MUSIC, TUESDAY, February 14.

One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German wars. Admission 50c. Extra ticket for a gentleman and one lady. Extra lady's ticket 50c. To be had at L. Meyer's, No. 1416 Chestnut street, Le & Walker's, No. 922 Chestnut street, Continental Hotel, R. T. Schmidt's, No. 619 Arch street, J. A. Payne, No. 219 S. Broad street, Andre & Co., No. 1104 Chestnut street, and at F. A. North & Co., No. 1026 Chestnut street. 1 15 1714

ASSEMBLY BUILDINGS—LAST WEEK OF TWO-HEADED GIRL COMBINATION.

ASK ANY ONE OF THE THOUSANDS who have attended the receptions which the past two weeks, and they will inform you that it is the most NEW, PLEASANT, AND INTERESTING ENTERTAINMENT EVER GIVEN IN THIS CITY.

Receptions from 2 till 5 and from 7 till 10 P. M. Admission, 50 cents; Children, 25 cents. 27 31

CONCERT HALL, CHESNUT STREET, above Twelfth.

Between E. J. PLUNKETT, Champion of Pennsylvania, and E. H. NELMS, for \$500, will be played.

THURSDAY EVENING, Feb. 9, 1871. The game to be the American 4 ball, 1500 points, push and croch barrel, Tackles, 1000 points, and the Hall and principal Dutch Rooms. 27 32