THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JUNE 26, 1867.

FATALITY OF NUMBERS. From Curious Myths of the Middle Ayes, in press by Roberts Brothers, of Boston,

The laws governing numbers are so perplexing to the uncultivated mind, and the results ar-rived at by calculation are so astonishing, that

it cannot be a matter of surprise if superstition has attached itself to numbers. But even to those who are instructed in numeration, there is much that is mysterious

and unaccountable, much that only an advanced mathematician can explain to his own satisfac The neophyte sees the numbers obedient tion. to certain laws; but why they obey these laws he cannot understand; and the fact of his not being able so to do tends to give to numbers an atmosphere of mystery which impresses him with awc.

with awe. For instance, the property of the number 9 discovered, I believe, by W. Green, who died in 1794, is inexplicable to any one but a mathe-matician. The property to which I allude is this, that when 9 is multipled by 2, by 8, by 4, by 5, by 6, etc., it will be found that the digits composing the product, when added together, eive 9. Thus: give 9. Thus:-

2 multiplied by 9 equals 15, and 1 plus 5 equals 9 8454,8721.

It will be noticed that 9 multiplied by 11 makes 99, the sum of the digits of which is 18 and not 9, but the sum of the digits 1 multiplied by 8 equals 9.

And so on to any extent.] M. de Maivan discovered another singular property of the same number. If the order of

the digits expressing a number be changed, and this number be subtracted from the former, the remainder will be 9 or a multiple of 9, and, being a multiple, the sum of its digits will be 9.

For instance, take the number 21, reverse the digits, and you have 12; subtract 12 from 21, and the remainder is 9. Take 63, reverse the digits, and subtract 36 from 63, you have 27, a multiple of 9, and 2 plus 7 equals 9. Once more, the number 13 is the reverse of 31; the difference

Again, the same property found in two num-between these numbers is 18, or twice 9. Again, the same property found in two num-bers thus changed is discovered in the same numbers raised to any power. Take 21 and 12 again. The square of 21 is 441, and the square of 11 is 144; subtract 144 from 441, and the remainder is 297, a multiple of 9; besides, the digits expressing these powers added togetuer give 9. The cube of 21 is 9161, and that of 12 is 1728; their difference is 7533,

also a multiple of 9. The number 37 has also somewhat remarkable properties: when multiplied by 3 or a mul-tiple of 3 up to 27, it gives in the product three digits exactly similar. From the knowledge of this the multiplication of 37 is greatly facili-tated, the method to be adopted being to multiply merely the first cipher of the multiplicand by the first multiplier; it is then unnecessary to proceed with the multiplication, it being suffi-cient to write twice to the right hand the cipher obtained, so that the same digits will stand in

the unit, tens, and hundreds places. For instance, take the results of the following

37	multiplied	by a	gives.	111,	and	3	umes	1	equals	8
37	44	9	44.	333,		ä		ã		9
37	1	12	44	444.	. 44	8	44	4	48	12
37		15	4.0	505,	- 44	3		5	44	
87	18.	18	46	666.	64	3	84	6		18
87		21		686, 777,	**	3		7	44	21
87	1 1 1 H	24		888.		3	- 11	8		24
87	multiplied	27	1.44	999,		8	44	9	.84	15 18 21 24 27

PROPOSALS FOR MATERIALS TO BE SUP-PLIED TO THE NAVY YARDS, UNDER THE COGNIZANCE OF THE BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT,

NAVY DEPARTMENT, BUEEAU OF STEAM ENGINEERING, WASHINGTON, D. C., June 11, 1867. } Sealed Proposa s to furnish materials for the Navy, for the fiscal year ending June 30, 1868, will be received at this Bureau until 10 o'clock A. M. of the 10th of July next, at which time the proposals will be opened. The proposals must be addressed to the "Chief of the Bureau of Steam Engineering, Navy De-partment, Washington," and must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

BAILROAD LINES. PHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMINGTON AND BAL-TIMORE BAILROAD, TIME TABLE. Commencing MONDAY, June 3, 1857, Trains will leave hepot, corect BRUAD Street and WASH-INGTON Avenue, as followa:-Way Mail Train at sol A. M. (Sunday's excepted) for Bailimore, slopping at all regular stations. Con-secting with Delsware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 1140 A. M. (Sunday's excepted) for Bailtimore and Washington.

Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington. Express Train at 3'10 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thur low, Linwood, Claymont, Wilmington, Newsort, Shan ton, Newark, Elkton, Northeast, Charlestown, Perry-vil e, Havre-de-Grace, Aberdeen, Perryman's, Edge wood, Magnolia, Chase's, and Stemmor's Rau. Uon-nects at Wilmington with Delaware Rairroad Line, stopping at Newcastle, Middletown, Clayton, Smyrna, Dover, Camden, Felton, Harrington, Milford, Seaford, Saltsbury, Princesa Anne, and connecting at Crisifield Dover, Camden, Feiton, Harrington, Milford Senfird, Salisbury, Princess Anno, and connecting at Crisifield with Bont for Norfolk, Portamouth, and the South. Night Express at 11'00 P. M. (daily) for Baltimore and Washington, Passengers by Boat from Baltimore for Fortress Monrce and Norfolk will take the 11'50 A. M. Train. WHIMINGTON TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Wilmington, Leave Philadelphia at 12:30, 4:30, 4:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Ballroad for Dover and intermediate sta-Leave Wilmington 7.00 and 8 A. M., 3.00 and 6.30

Leave Wilmington 7:00 and 8 A. M., 3:00 and 3:20 (daily) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M. Express, 2:15 P. M., Express, 6:35 P. M., Express 9:15 P. M., Express 2:15 P. M., Express 2:15 P. M., Express 2:16 P. M., Express 2:16 P. M., Express 3:16 P. M., Express 4:16 P. M., Express 4:16 P. M. K. ENDEY, Superintendent. 5:16 P. M. EXPRESS 5:16 P. M. Ex

Inter baggage checkedi at their residence by the Union transfer company.
 <u>143</u> <u>H. F. KENNEY, Superintendent.</u>
 WEST CHESTER AND PHILADELPHIA RALROAD, VIA MEDIA.
 SUMER ARRANGEMENTS.
 On and after MONDAY, June 24, 1867, Trains will leave depot, THENT-FIRST and CHESSNUT Streets, as follows: WEST CHESTER TRAINS.
 Leave Philadelphia for West Chester, at 715 A. M., and 1026 A. M., 730 P. M., 700 P. M., and 1026 A. M., 730 P. M., 700 P. M., and 1026 A. M., 730 P. M., 710 P. M., 410 P. M., 450 P. M., 700 P. M., and 1026 A. M., 726 P. M., 450 P. M., 700 P. M., and 1026 A. M., 125 P. M., 450 and 650 P. M.
 Tatina leaving West Chester at 730 A. M., and leaving the states of the A. M., 736 A. M., 730 A. M., and leaving Philadelphia at 650 P. M.
 Tatina leaving West Chester at 730 A. M., and leaving the states of the A. M., and solar P. M., 450 and 650 P. M.
 Tatina leaving West Chester at 730 A. M., and leaving Philadelphia at 650 P. M., stopping and Media only.
 Leave Philadelphia for Media at 530 P. M.
 Tatas tations.
 Tatas tations.
 Tatas tations between West Chester at 736 A. M., and going vest will take train feaving Philadelphia at 450 P. M., and solar west will take train leaving Philadelphia at 450 P. M. and point west the train leaving Philadelphia at 450 P. M.
 The Chestent and Wainut Street cars connect with a for the above trains, carrying passengers down chester at 8. C. Junction going east, will take trainsfeaving trains, beth ways, as mail, leaving trains, beth ways, as m

4 3 %? General Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

NORRESTOWN RAHLROAD.
 TIME TABLE,
 On and after Wednesday, May 1, 1887.
 FOR GERMANTOWN.
 Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 P. M.
 Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M. 1, 35, 35, 4, 56, 57, 8, 9, 10, 11, 12 P. M.
 Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
 L, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.
 The 820 Jown Train and 35 and 55 Up Trains will not stop on the Germantown Branch.
 ON SUNDAYS.
 Leave Philadelphia 6, 8, 10, 12 A. M. 2, 7, 10¥ P. M.
 Leave Philadelphia 6, 8, 10, 12 A. M. 2, 334, 554, 7, 9 and 11 P. M.
 Leave Philadelphia 6, 8, 10, 12 A. M. 2, 334, 554, 7, 9 and 11 P. M.
 Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 3'40, 6'40, 840, and 1040 P. M.
 Leave Philadelphia 9½ A. M. 2 and 7 P. M.
 Leave Philadelphia 9½ A. M. 1 and 7 P. M.
 Leave Philadelphia 6, 750, 9, and 1140 A. M. 140, 3'40, 6'40, 840, and 1570 A. M. 1240, 6'40, and 925 P.M.
 FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 5, 75, 9, and 1105 A. M. 154, 3, 455, 54, 54, 500

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1½, 8, 4%, 6%, 8%, 8%, and 1½ P. M.
Leave Norristown 5%, 7, 7%, 9, and 11 A. M. 1½, 8, 4%, 6%, and 8% P. M.
ON SUNDAYS, Leave Philadelphia 9 A. M., 2% and 7% P. M.
Leave Philadelphia 7 A. M., 5% and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 7%, 9, and 11% A. M. 1½, 8, 4%, 6%, 8%, 8%, 9%, and 11% P. M.
Leave Philadelphia 7%, 9, and 11% A. M. 1½, 8, 4%, 6%, 6%, 8%, 9%, and 11% P. M.
Leave Manyunk 6%, 7%, 9, and 11% A. M. 2 3%, 5, 6%, 9, and 10% P. M.
Leave Manyunk 6%, 7%, 9, and 11% A. M. 2 3%, 5, 6%, 9, and 10% P. M.
Leave Philadelphia 9, A. 2% and 7% P. M.
Leave Manayunk 7% A. M. 6 and 9% P. M.
Leave Manayunk 7% A. M. 6 and 9% P. M.
TERELIGHT LUNES FOR NEW YORK A SD

RAILROAD LINES.

 BAILBOAD LINES,

 R
 4 A D I N G B A I L R O A P GREAT TRUNK LINE

 FIOM PHILADELPHIA TO THE INTERIOR OF FRANSYLVANIA, THE SCHUYLKIL, SUS QUEHANNA, CUMBERLAND, AND WYOHING VALEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

 WIMER AND, CUMBERLAND, AND WYOHING VALEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

 WIMER AND COMPANY'S DEPOS, AST THIRTEENTH ALLOYATILL STREET, OF PASSENGED TRAINS, MAY G. 1057.

 CANNER COMPANY'S DEPOS, AST THIRTEENTH ALLOYATILL STREET, DEHADOLATION.

 MORNING ACCOM MODATION.

 MORNING COMMODATION.

 MORNING COMMONANTY.

 MORNING EXPRESS.

 MORNING EXPR

beriaud, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS
 Leaves Philadeipnia at 320 P. M., for Reading Pottsville, Elarrisburg, etc., connecting with Reading and Columbia Hailroad trains for Columbia, etc. POTISTOWN ACCOMMODATION
 Leaves Potistown at 620 A. M., Stopping at Intermediate Stations; arrives in Philadeiphia at 530 P. M., arrives in Potistown at 545 P. M.
 Retaring, leaves Philadeiphia at 530 P. M., arrives in Potistown at 545 P. M.
 Retaring, leaves Philadeiphia at 530 P. M.; arrives in Potistown at 545 P. M.
 Reading at 750 A. M., stopping at all way stations, arriving at Philadeiphia at 530 P. M.; arrives in Reading at 750 A. M., stopping at all way stations, arriving at Philadeiphia at 530 P. M.; arrives in Reading at 755 P. M.
 Trains for Philadeiphia leave Harrisburg at 810 A. M., and Potisville at 536 A. M., arriving in Philadeiphia at 645 P. M.
 Trains for Philadeiphia 24 S P. M.; arriving in Philadeiphia at 645 P. M.
 Trains for Philadeiphia at 24 Philadeiphia at 910 A. M.
 And Potisville at 24 Philadeiphia teave Harrisburg at 810 A. M., and Potisville at 24 Philadeiphia at 645 P. M.
 Trains for Philadeiphia at 24 Philadeiphia at 645 P. M.

HARRISEURG ACCOMMODATION HARRISEURG ACCOMMODATION Leaves Reading at 716 A. M., and Harrisburg at 710 P. M. Connecting at Reading with Aiternoon Accommodation somin at 6 30 P. M., arriving in Phila-delphin at 910 P. M. Market train, with passenger car attached, leaves Finiadelphin at 1245 noon for Poitsville and all way stations. Leaves Pottavilleat 760 A. M. for Philadel-phia and all way stations. All the above trains run daily. Sundays excepted. Sunday trains leave Pottsville at 500 A. M., and Philanelphia at 311 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 Å. M., and 5:00 P. M. trains from Philadelphia, returning from Downing town at 5:10 Å.

points take the 7.50 A. M., and 370 P. M. (raits from Philadelphia, returning from Downing town at 610 A. M and 1700 P. M.
NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST
Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 100 A. M and 150 and 10706 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitts-burg, Chicago, Williamsport, Elmira, Baitimore, etc. Heiurning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 845 A. M. and 9 P. M., passing Reading at 44 and 1650 A. M., and 49 P. M., passing Reading at 44 in New York at 1010 A. M., and 440 and 520 P. M. Sleeping cars accompany these trains through between Jorsey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 216 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILBOAD, Trains leave Potsville at 7 and 1130 A. M., and 715 P. M. Suturning from Tantons et at 5 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pollsville at 7 and 11:30 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M.

SCHUYLEILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7:60 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tre-mont at 7:30 A. M. and 5:25 P. M. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Conada.

Excursion tickets from Philadelphia to Reading and

Excursion tickets from Philadelphia to Reading and intermediatestations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, 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, 237 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:-COMMUTATION TICKETS At 25 per cent, discount, between any points desired

COMMUTATION TICKETS At 25 per cent, discount, between any points desired for families and firms. MILEAGE TICKETS, Good for 2000 miles between all points, \$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. CLERGY MEN Residing on the line of the road will be furnished cards entilling themselves and wives to tickets at half fare, EXCURSION TICKETS

RAILROAD LINES.

RAILROAD LINES, N GRTH PENNSYLVANIA BAILROAD,— THE MIDDLE ROUTE, Shortest and most between the Bayes of the Points in the Leonary of the between the Haven, wilk same the Leonary of the management of the Haven, wilk same the Leonary of the management of the Points in the Leonary of the management of the Points in the Leonary of the management of the Points in the Leonary of the management of the Points of the Leonary of the management of the Points of the Leonary of the management of the Points of the Points of the management of the Points of the P SALE OF 1860 CASES BOOTS, SHOES, BROGANF, ETC. ETC. On Thursday metring. June 27, commencing at 10 of lock, we will sell by catalogue, or cash. 160° cases men's, base', and youth's boots, shoes, became, balmorals, etc. Also, we won's, misse', and cut dren's wear, bo which we would call the early attention of buyers. [0.724: JOHN B. MIERS & CO., AUCTIONEERS Nes. 22 and 28 MARKET Street.
 THE LAST DRY GOODS SALE FOR THE SEA-tON, COMPRISING BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY (GOODS.
 We will hold a large sale of foreign and domestic dry goods, by catalogue, on four months credit, and part for cash.
 June 27, at 10 o'clock, embracing about 900 packages and lots of staple and fancy articles, in woolens, worsteds, linean, silks, and colors.
 N. E.-Catalogues ready and goods arranged for examination early on the morning of sale. [621 st

All follows on New Jersey Central Rainfold to New At 545 A. M.-Accommodation for Doylestown, stop-plog at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road. At 10°15 A. M.-Accommodation for Fort Washing-ton, stopping at intermediate stations. At 18°15 P. M.-Express for Bethelenem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town. CLOSING SALE OF CARPETINGS, MATTINGS, ETC., ETC. On Friday Morning, June 18, at 11 o'clock, will be sold, by catalogue, on four months' credit, about 200 pieces superfine and fine ingrain, Venetian, 185, hemp, cottage, and rag carpetings, Canton maitings, etc., embracing a choice assortment of superfor goods, which may be examined early on the morning of sale. [622 St

THE LAST SALE FOR THIS SEASON OF LOCIDS, SHOEL, STRAW GOODS, TRAVELLING BAGS, EIC. July 2, at 10 o'clock, will be sold, by catalogue, on four months' credit, about 1200 packages boots, aboes, haimorais, etc., of city and Eastern manufacture. Open for examination with catalogues early on the morning of sale. The CUMMENT L SONS (CONTONNESS) Passengers for Greenville take this train to Quaker-town. At 245 P. M.-Accommodation for Doylestown, atopping at all intermediate stations, Passengfra take susge at Doylestown for New Hope: at North Wales for Sumneytown. At 4 P. M.-Accommodation for Doylestown, stop-ping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abingt n: for Lumberville at Doylestown. At 520 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennsyi-vania Kalfroad, connecting at Bethlehem with Lehign Valley Evening train for Easton, Allentown, and Mauch Chunk. At 626 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 1520 P. M.-Accommodation for Fort Wash-ington. J M. GUMMEY & SONS, AUCTIONEERS J M. GUMMEY & SONS, AUCTIONEERS Hoid Regular Sales of REAL ESTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANGE, Handbills of each property issued separately. 1000 catalogrees publiched and circulated, containing full descriptions of property to be sold, as also, a par ital list of property contained in our Real Estate Regul ter, and offered at private sale. Eacles advertised daily in all the daily newspaper

At 1130 F. M.-ACCOMMODATION FOR Wash-ington. TRAINS ARRIVE IN PHILADELPHIA. From Bethiehem, at 915 A. M., 2025 and 840 P. M. 205 P. M. train makes direct connection with Lebign Valley trains from Easton, Wilkesbarre, Mahanoy City, and Husleton. Passengers leaving Easton at 1120 A. M. arrive in Fhiladelphia at 205 P. M. Passengers leave Wilkesbarre at 130 P. M. connect at Bethiehem at 615 P. M., and arrive in Philadelphia at 540 P. M.

HANDSOME FOUR-STORY BRICK RESIDENCE, No. 1717 rine street. EXECUTOR'S SALE-Estate of Casper W, Pen-rock, deceased-Two story brick Dweiling, No. 1015 Sergeant street. SAME ESTATE-Valuable property, Hotel, Dweil-ing, and Stables, Nos. 713 and 715 Spring Garden street. SAME ESTATE-Desirable Building Let, 66 by 116 Rei, west side of Sizteenth street, above Catharine. SAME ESTATE-Desirable Building Lot, 77 by 105 feet, north side of Catharine street, west of Sizteenth. SAME ESTATE-Desirable Building Lot, 67 feet north side of Catharine street, west of Siz-teent, north side of Catharine street, west of Siz-teenth, adjoining the above. SAME ESTATE-Desirable Building Lot, 67 feet front, east side of Sizteenth street, north of Catharine. WEST PHILADELPHIA-Valuable Hotel Pro-perty, with large lot, to by 200 feet, Nos. 3121 and 7125 Chesnut street, adjoining the West Chester and Phila-delphia Rallroad Depot.

at Bethlehem at 6'15 P. M., and arrive in Philadelphia at 5'40 P. M. From Doylestown at 5'25 A. M., 5'10 P. M., and 7'40 P. M. From Fort Washington at 11'50 A. M. and 3'05 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 2'55 P. M. Doylestown to Philadelphia at 4'30 P. M. Bethlehem to Philadelphia at 4'30 P. M. Fifth and Sixth Streets Passenger cars convey pas-sengers to and from the new denot.

Fifth and Sixth Streets Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depot. Tickets must be procured at the Ticket Office in order to secure the cowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to prin-cipal points at Mann's North Pennsylvania Bazgage Express Office. 113 No. 105 S. FIFTH Street.

DENNSYLVANIA CENTRAL BAILROAD.

SUMMER TIME, TAKING EFFECT JUNE 2, 1867.

SUMMER TIME, TAKING EFFECT JUNE 2, 1857. The trains of the Pennsylvaula Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Ches-nut and Walnut Streets Railway run within one square of it. On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets. Agents of the Union Transfer Company will call for and cliver baggage at the Depot. Orders left at No. 90 Chesnut street, or No. 1 South Eleventh street, will receive attention. TRAINS LEAVE DEPOT, VIZ.:-

letters.

letters. Printed schedules for any class, together with instructions to bidders, giving the forms of pro-posal, of guarantee, and of certificate of gua-rantors, with printed forms of offers, will be furnished to such persons as desire to bid, on on application to the commandants of the re-guestive New Yards and those of all the varia on application to the Bureau. These schedules will be ready for delivery on the 20th of June,

inst. The Commandant of each Navy Yard and the Purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is de-

who intend to bid may judge whether it is de-strable to make application for any of the classes of those yards. The proposal must be for the whole of a class; and all applications for information or for the examination of samples must be made to the Commandants of the respective yards. The proposal must be accompanied by a cer-tificate from the Collector of Internal Revenne for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes and he must further show that he he has a needed to deal in the articles for what he he proposes, and he must further show that he is a manufacturer of or a regular dealer in the articles which he offers to supply. The guaran-tors must be certified by the Assessor of Inter-nal Revenue for the district in which they re-

The contract will be awarded to the person

The contract will be awarded to the person who makes the lowest bid and gives the guar-antee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant. . Surgities in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy De-partment. As additional security twenty per centum will be withheld from the amount of the bills until the contract shall have been com-pleted, and eighty per centum of the amount of each bill, approved in triplicate by the Com-mandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ton days after the warrant for the same shall have been passed by the Sec-retary of the Treasury.

retary of the Treasury. The classes of this Bureau are numbered and designated as follows:- No. 22, Colored Paint

No. 1. Boiler Iron and	No. 22. Colored Paints,
Rivels.	Dryers, etc.
No. 2. Pig Iron.	No. 23. Stationery.
No. 3. Boiler Felting.	No. 24, Firewood.
No. 4. G n m Packing,	
Rubber Hose.	PPk and Butts.
No. 5. Sperm Oil, [etc.	No. 26. White Pine.
No. 6. Linseed Oil,	No. 27. Black Walnut,
Turpentine, etc.	Cherry, etc.
and the second s	No. 28, Mahogany and
Inc Hose etc.	White Holly,
No. 9, Tallowand Soap	No. 29, Lanterns, etc.
No. 10. Engin'rs' Stores	No. 30. Lignumvltte.
No. 11. Engin'rs' Tools.	
No. 12. Engineers' In-	etc.
struments.	No. 32. Sour Flour,
WAY AND BEAMING WATCHING	Crucibles, etc.
No. 14 Wet Tron Pipe.	No. 33. Patented Arti-
No 15 Bross and Con-	No. 34. Cot'n and Hmp
per Tubes.	Paosing, etc.
	No. 35. Anthrae. Coal.
No. 16. Steel, No. 17. Iron Nalls, Bit's,	
Nuts, etc.	No. 87. Sand, Lime,etc.
	No. 38. Brick.
No. 18. Copper. No. 19. Tin, Lead, Zine,	
NO. 19. 111, 10000, 20000	No. 40. Charcoal.
etc.	No. 41, Iron Tubes.
No. 20. White Lead.	No. 42. Du dgeon's
No. 21. Zinc Paint,	Pumps.
man and the second seco	aloggon by their num-
The following are the	spective Navy Yards:-
bers, required at the re-	OUTH

PORTSMOUTH. Nos. 1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 87, 88, 89, 40, 42.

Nos. 1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 17, 15, 19, 20, 22, 25, 24, 25, 26, 27, 28, 29, 82, 31, 35, 36, 37, 83, 39, 40.

58, 40.
 BROOKLYN.
 Noe. 1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 22, 23, 25, 26, 27, 29, 32, 34, 35, 36, 37, 38, 39, 40.
 22, 23, 25, 26, 27, 29, 32, 34, 35, 36, 37, 38, 39, 40.
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WABILLOW (1, 12, 13, 14, 15, 16, 17, Nos. 1, 2, 8, 4, 5, 6, 8, 9, 10, 11, 12, 18, 14, 15, 16, 17, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 34, 35, 36, 37, 38, 59, 40, 41, NORFOLK, 21, 22, 24, 26, 27, 32, NORFOLK, 21, 24, 26, 27, 32, NORFOLK, 21, 24, 26, 27, 32, NORFOLK, 24, 26, 27, 34, 34, 35, 34, 34, 35, 34, 35, 34, 35, 34, 35, 34, 34, 35, 34, 35, 34, 3

Nos. 5, 8, 10, 11, 16, 17, 18, 19, 22, 23, 24, 26, 27, 32, 6 12 w4t

FREIGHT LINES FOR NEW YORK AND FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH, THE CAMDEN AND AMBOY RAILROAD AND TRANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 1 o'clock P. M. daily (Sundays excepted). Freight must be delivered before 4½ o'clock, to be forwarded the same day. Returning, the above lines will leave New York at it noon, and 4 and 6 P. M. Treight for Trentes. Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Beividere, Delaware and Fiem-ington, the New Jersey, the Freehold and Jamesbarg, and the Burlington and Mount Holly Railroads, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffaio, and other points in Western New York. The New Jersey Railroad connects at Elizabeth

Lackawanna and Western Railroad, forwarding to Syrachase, Buffalo, and other points in Western New York. The New Jersey Railroad cannects at Elizabeth with the New Jersey Railroad cannects at Elizabeth with the Morris and Essex Railroad, and at Newark with the Morris and Essex Railroad, A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every in-stance, be sent with each load of goods, or no receipt will be given. N. B.-Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantitie' of five carloads or more, it will be delivered at theroog of Fortieth street, near the Drove Yard, or at Pier Nt 1, North River, as the shippers may designate at the time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent, 114 No. 226 S. DELAWARE Avenue, Philada

WEST JERSEY RAILROAD LINES FROM

W EST JERSEY RAILROAD LINES FROM foot of MARKET street (Upper Ferry). Commencing WEDNESDAY, June 12, 1897. LEAVE PHILADELPHIA AS FOLLOWS:-For Bridgeton, Falem, Vineland, Milville, and in-termedate points, at 8 A. M., and 350 P. M. For Woodbury, 8 A. M., 3730 and 6 P. M. For Woodbury, 8 A. M., 3730 and 6 P. M. RETURNING TRAINS LEAVE Rridgetown at 705 A. M. and 350 P. M. Salem at 6 S A. M. and 370 P. M. Salem at 6 S A. M. and 370 P. M. Vineland, 713 A. M. and 372 P. M. Woodbury at 715 A. M. and 372 P. M. Freight will be received at Second Covered Wharf below Walnut street, from 700 A. M. until 570 P. M. Freight received before 900 A. M. will go forward the ame day.

anme day. Freight Delivery, No. 225 S. DELAWARE Avenue, TRAINS FOR CAPE MAY.

TRAINS FOR CAPE MAX, 8-80 A. M. Morning Mall. a. 30 P.M. Cape Max, Passenger. RETURNING LEAVE CAPE ISLAND. 5-00 A. M. Morning Mall 12-45 P. M. Cape May Passenger. Commutation lickels, good for ONE, THREE, or TWELVE months, can be procured at the Office, of the Company in Camden. Through lickels can be procured at No. 526 Chesnut sireet (under the Confinental Hotel). Persons purchasing lickels at this office can have their bag-gage decked at their residence by the Union Trans-fer Company. rer Company. 630 WILLIAM J. SEWELL, Superintendent.

<text><text><text><text><text><text><text> TOHILADELPHIA AND BALTIMORE CEN.

cards entitiling 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 Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 530 A. M., 1245 noon, and 8 FREIGHT TRAINS Leave Philadelphia daily at 530 A. M., 1245 noon, and 5 P. M., for Reading, Lebanon, Harrisburg, Potts-ville. Fort Clinton, and all points forward. 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 215 P. M. 451

At 5 and 10 A. M., 1, 4, 5, 8, and 11:30 P. M., for Edge-vater, Riverside, Riverton, and Palmyra. At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish

House The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:-At 11 A. M., 430 P. M., and 12 P. M. (alght), via Ken-sington and Jersey City, New York Express Lines.

angton and Jersey City, New York Express Lines, Fare, 53. At 8, 10715 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., for Trenton and Bristol. At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morris-ville and Tullytown. At 8 and 10'15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schencks.

Schencks. At 10:15 A. M., 2:30 and 5 P. M., for Eddington. At 730 and 10:15 A. M., 2:30, 4:30, 5: 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations. BELVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennsyl-vania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows:-

At s A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Byracuae, Great Bend, Mon-urose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The grap P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta-

Lines from West Philadelphia Depot, via Connect-

The first way, will leave as follows;--At 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, 63 25. The 6:30 P. M. Line will run daily. All others, Sun-days excepted, WM. H. GATZMER, Agent, June 31 187

days excepted, June 3d, 1897.

DHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pannsylvania. ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Railroad will run as follows:he Trinacopina and Ente Anno follows:-Mail Train leaves Philadelphia..... " leaves Williamsport..." Erie Express leaves Philadelphia.... " a arrives at Erie... Elmira Mail icaves Philadelphia... " arrives at Erie... Kimira Mail icaves Philadelphia... " Leaves Williamsport..." " Leaves Williamsport..." " Leaves Williamsport..." " Leaves Williamsport..." " Leaves Philadelphia... Erie Express leaves Erie...... 700 P. M. 4'80 A. M. 4'88 P. M. 12'00 noon. 8'46 P. M. 10'00 A. M. 6'45 P. M. 8'10 P. M.

111

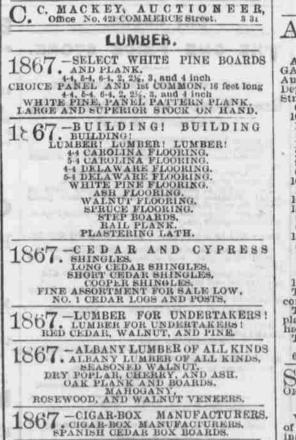
At 1 o'clock, on FRIDAY, at the furniture sale, wi be sold, an invoice of superior Sherry and Port wine-brandices and whisky in demijohns; also Claret I cases as imported. [6 26 2t Parkesburg Train..... Lancaster Train..... Fast Line and Eric Express... Paoli Accommodation, No. 2... 9*20 A ...12.40 F . 110 4.10 1 6-20 E . 9 50 P. h Ticket Agent at the Depot. Ticket Agent at the Depot. The Pennsylvania Ballroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, 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. 4 29 General Superintendent, Altoona, Pa. SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC BAILROAD. THROUGH IN TWO HOURS. Five Trains daily to Atlantic City, and one on Sun-Special Excursion. Express (through in two hours)...... SUNDAY MAIL TRAIN TO ATLANTIC LITY Leaves Vine street at 7:20 A. M., and Atlantic at 4:0 P. M. Fare to Atlantic \$2. Round Trip Tickets, good only for the day and train on which they are issued, 53. Tickets for saie at the Office of the Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 825 CHESNUT Street, Continental Hotel. The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City. 6 24 tf WEST JERSEY BAILROAD.



WILLIAM J. SEWELL. Superintendent. 6 20 19 1



Agant Folk Agant Folk



U. S. BUILDERS' MILL,

H. WILLIAMS,

NO. 324 CHRISTIAN STREET.

T. STEWART BROWN,

D NUT Street, above Eleventh Street. Saie at No. 1110 Chesnut street. ELEGANT CABINET FURNITURE, ROSEWOOD PIANO FORTE, VELVET, AND OTHER CAR-PETS, LARGE MIRRORS. TRUNKS, CEDAR CHESTS, ETC On Friday Morning. At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold by catalogue, a large assortment of superior and elegant Household Furniture from fami-lies decining housekeeping. MINES, BRANDY, CLARET, ETC., At 1 o'clock, on FRIDAY, as the familure sile, will THE PARTNERSHIP BETWEEN I. N. L. WILFONG & R. E. ROGERS was, by mutual consent, dissolved on the 13th of September, 1865. I. N. WILFONG, R. E. ROGERS, No. 217 N. TENTH Street. PANCOAST & WARNCCK, AUCTIONEERS. **GOVERNMENT SALES.** A UCTION BALE OF ARMY CLOTHING A DEFUTY Q. M.-GENERAL'S OFFICE, BALTIMORE, JUNE 18, 1867.] A large amount of CLOTHING, CAMP, and GARRISON EQUIPAGE, will be sold at Public Auction, on July 9, 1867, 12 M., at the Clothing Depot in this city, No. 120 South EUTAW Street, consisting of 681 Uniform Artillery Coats. 1657 Uniform Infantry Coats. 1657 Uniform Infantry Coats. 1652 Uniform Cavalry Jackets. 822 Uniform Light Artillery Jackets. 122 Uniform Veteran Reserve Jackets. 208 Footmen's Trowsers. 298 Footmen's Trowsers. 927 Horsemen's Trewsers. 608 Horsemen's Great Coats. 1018 Footmen's Great Coats. 139 Wool Blankets. 1084 Rubber Blankets. 1500 Sack Coats—lined and unlined. 900 Pairs Boots and Bootees. 682 Pairs Stockings. 1400 Uniform Hats and Ostrich Feathers 522 Forage Caps. 123 Hatchets and Handles. Shovels. 524 Knapsacks. 1056 Canteens, etc. etc. etc. The above articles are all new and in good condition. There will also be sold at the same time and place a small quantity of CLOTHING which has been worn and condemned. Terms of sale—Cash. FTEWART VAN VLIET, 6 20 17t Deputy Q. M. General U. S. A. SALE OF PUBLIC PROPERTY OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. 29 BROADWAY, NEW YORK, June 19, 1867. Will be sold at Public Auction, at the Depot of Army Clothing and Equipage, No. 400 Wash-ington street, NEW YORK CITY, on TUES-DAY, the 9th of July next, commencing at 11 o'clock A. M., the following described pro-1867. SPRUCE JOIST! SPRUCE JOIST! FROM 14 TO 22 FEET LONG, SUPERIOR NORWAY SCANTLING. MAULE, BROTHER & CO., 61 rp! No. 2000 SOUTH STREET. 25,234 pairs Machine-Sewed Boots. 58,289 pairs Machine-Sewed Bootes. 13,560 pounds of Wall Tents. 6,000 pounds of Wall Tents. 18,000 pounds of Hospital Tents. 18,000 pounds of Shelter Tents. 7,855 popuds of Shelter Tents. 7,855 popuds of Shelter Tents.

AUCTION SALES.

SAMUEL C. FORD & SONS, AUCTIONEERS No. 12 S. FOURTH Street.

Sales of Real Estate, Stocks, Loans, etc., at Phila-dephis Exchange, every Friday at 12 o'clock, noon. Our sales are advertised in all the daily and several of the weekly newspapers, by separate handbills of such property, and by pampilet catalogues, one themand of which will be issued on Wednesday pre-ciding each sub

REAL ESTATE AT PRIVATE SALE. BALE ON FRIDAY, June 28, At 12 o'clock M., at the Exchange, will include— The three-story Brick Dwelling, No. 813 Enquirer (hate Jackson) street, 20 feet front, including a four-test slice, depth 4f feet 2 inches. The three-story Brick Dwelling, east side of Juniper atreet, No. 147: 16 11 25 seet front, and in depth 25 feet. The s-batantially built Dwelling, with back build-ings, No 256 West Washington Square, third house below Locast, 25 feet 1 inch front, extending that width 114 feet, then narrowing, on the north aide, about 7 feet, and coulling firther in depth of the decreased breadth of 16 feet 4 inches, 28 feet 9 inches to a bine-feet wide alley, making the whole depth 143 [84].

decreased breadin of 15 feet 4 inches, 32 feet 3 inches
 to a blackdet wide alley, making the whole depth 143
 ret.
 The two-story brick and frame House, No. 1638
 Beach street, with the two story frame Dwelling, with three-story back buildings, No. 122 Race street, one-taining in front 30 5-12 feet, and in denth 764 feet; also, the garden adjoining and southwest of the same, 35 4-12
 The three-story Brick Dwelling, with three-story back buildings, No. 122 Race street, one-taining in front 30 5-12 feet morth and south.
 The three-story Brick Dwelling, with three-story back buildings, No. 124 Race street, also, the garden adjoining and southwest of the same, 35 4-12 feet east and west, 01 2-12 feet morth and south.
 The three-story Brick Dwelling, No. 339 Dugan street, with two-story back buildings, 16 feet front by 50 feet deep.
 The three-story Brick Dwelling, with frame kitchen, No. Ho Mary street, 16 feet front and in depth 86 feet.
 The three-story Brick Dwelling, with two-story back buildings, 15 feet front, 60% feet deep.
 The three-story Brick Dwelling, with two-story back buildings, No, 13 feet wide on the rear and end thereot.
 The three-story Brick Dwelling, with two-story back buildings, 81% feet deep.
 The three-story Brick Dwelling, with two-story back buildings, 80% feet deep.
 The three-story Brick Dwelling, with two-story back buildings, 80% feet deep.
 The three story Brick Dwelling, with two-story back buildings, 81% feet wide on the rear and end thereot.
 The three-story Brick Dwelling, with two-story back buildings, 80% feet deep.
 The burge street, server of Charlotte street, 60% feet deep.
 The two story frame Dwellings, Nos, 81% street, below Front street, 16 feet front, 80 feet feet.
 The two story frame beling.
 The two story frame back findered feet

The substantially built three story Brick Dwelling.

with beek buildings, No. 18 Mayland atreet, 15 feet front, about 40 feet deep, more or less. The two-story Birks Dwelling, No. 1022 Millon street, 15 feet front, 59 feet deep to a twelve teet wide

altey. The three-story Brick Dwelling, No. 22.3 Filbert street, 15 feet front, 50 feet deep. The three-story Brick Dwelling, No. 23.3 Filbert street, 15 feet front, 50 feet deep. The three-story Brick Dwelling, No. 331 Dugan street, containing in front 15 feet, including part of a three-leet wide altey, and in depth 44 feet. The three-story Brick Dwelling adjoining on the south, same size and description, with the privilege of the three-steet wide altey on the south. The lot of ground east side of Sixth street, 174 feet north of S. merset street, 18 feet front, 135 feet deep to a 50-feet wide street called Fairhil' street. The iot of ground east side of Union street 40 feet both of Hutton street; 40 feet front, 120 foot deep to Liberty street, in the Twenty-fourth Ward. The iot of ground east of McFall street, 35 feet north from sainur street, running parallel with Girard avenue, 100 northward therefrom; 15 feet front, 615 iet deep.

tect deep. The lot of ground cast side of McFall street, 65 feet north from Saluur street; 15 feet front, 61% feet

The two lots of ground one east side of Twenty-second street, about 20 feet north of Cherry street, 20 1-12 feet front by 90 feet deep; and the lot on Cherry street 90 feet east of Twelty second street, 30 feet front, 42 feet 8 inches deep; the two forming an L. The lot of ground south side of Elisworth street, 20 feet east of Fifteenth street, 30 2-12 feet front by 77 feet deep on east line, and on west line about 70 feet, with the privilege of, a three-leet wide alley running into Fifteenth street.

the privilege of a three-feet wide alley running into Filteenth street. The lot of ground southeasterly side of Thompson (ate Duke) street, 105 feet northeast from Somerset; S0 feet front, 111 feet deep. The large lot of ground southwesterly side of Ridge rond, thence by Christopher Jacoby's lot 150 feet to casterly side of School street, connecting Spring street with Park street; thence by School street 196 feet east 164 feet to Ridge road; thence north 20 feet 10 place of beginning, containing near one-fourth of an acre.

ncre. The lot of ground east side of Eighth street, 182 feet north of Catharine street; 18 feet front, 77% feet deep to a ten-feet wide alley leading north from Catharine

The lot adjoining on the north side, same size and description, Lot of ground south side of Sharswood street, 150 feet west from Twenty second street; 75 feet front, 90 feet deep to Dresden street. Subject to a ground rent

LOTS IN CAMDEN, N. J.-Lots Nos. 26 and 27 on

LOTS IN CAMPEN, N. J. - LOIS NOS. 25 and 27 on Hey's plan of lots, south side of Columbia street, be-tween Fith and Sixth streets; 34 feet 8 inches front by 150 feet 4 inches to Flum street. Lot No. 1, on same plan, south side of Market street, between Fifth and Sixth streets; 21 feet front, narrowing to 16 feet 6 inches by 180 feet deep. 6 22 5t Catalogues now ready.

B. SCOTT, JR., AUCTIONEEB, No. 1020

COPARTNERSHIPS.

REAL ESTATE AT PRIVATE SALE.

AUCTION SALES.

M C C L E L L A N D A C C (SECCEMENT TO P DID FOID & C C AUCTIONEERIS, NO. 36 MARKET Stores,

SALE ON MONDAY. July 1, will include-HANDSOME FOUR-STORY BRICK RESIDENCE,

delphia Railroad Depot. WEST PHILADKLPHIA-Two three-story brick Dwellings, Nos, 3417 and 349 Sansom street, [6 22 70

AVL. S. FOURTH Street.
 Sale N'S. 120 and 141 South Fourth street.
 HANDSOME WALNUT FURNITURE, 7 FINE MANTEL PLER, AND OVAL MIRRORS, PLANO FORTES, WALNUT BOOK CASES, WRITING DESKS, HANDSOME VELVIT AND BRUSSELS CARPETS, ETC.
 On Thursday Morning.
 At 9 o'clock, at the auction rooms, over 700 lots superior Furniture, including suits of Walnut and Pinch Library Furniture, handsome Walnut Chamber Suits, Dining-room and Parior Furniture, etc., etc.
 Full particulars in catalogues now ready.
 Tht
 SUPF RIOR FURNITURE, FINE MANTEL MIR-ROR, BEUSSELS CARPETS, ETC.
 On Friday Morning.
 Sith instart, at 10 o'clock, at No. 526 N, Eleventh stretc, by catalogue, superior surpus Household Fur-niture, fine French plate Mantel Mirror, handsome Bookcare, fine Velvet Carpets, Engravings, etc. etc.
 May HOMAS BIRCH & SON, No, 1110 CHES

BY THOMAS BIRCH & SON, No. 1110 CHES NUT Street, above Eleventh Street.

M. S. FOURTH Street.

THOMAS & SONS, NOS. 139 AND 141

Nos. 222 and 284 MARKET Street.

NUS. 24, 26, AND 28 S. FIFTEENTH ST., 7,355 pounds of Canvas. Samples of the above may beseen at the depo-and further information obtained. Terms-Cash in Government funds: ten be cent. down, and balance before goods are follow from the depot, which must be within first day of sale, under forteiture of purchase Byt. Maj.-Genl. D. H. VINTON, 6 20 18t Asst. Q. M. G., U. S. Ar ESLER & BRO., Proprietors. ways on hand, made of the Best Seasoned Lumber, at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS, Newe a, Balusters, Bracket and Wood Mouldings, WOOD MOULDINGS, BRACKETS, BALUSTERS, HARDWARE, CUTLERY, ETC. Walnut and Ash Hand Ralling, 5, 3%, and 4 inches. OUTLERY. RUTTERNUT, CHESNUT, and WALNUT A fine assoriment of POCKET and TABLE CUTLERY, RAZORS, BA-ZOR STROPS, LADDES' SCIESORS FAPER AND TAILORS' SHEARS, ETC., at Cheap Store, No. 135 Sould TENTH Street, 118 Three doors above Walnut. 6 124

Seventeenth and Spring Garden. BUILDING LUMBER FIRE AND BURGLAR PROOF SAFES AND HARD WOODS. [515 wam2m PERKINS C. L. MAISER, LUMBER MERCHANT. MANUPACTURES OF Successor to B Clark, Jr.,

FIRE AND BURGLAR-PROOF SAFES.

LOCKANITH, BELL MANGER, AND DEALER IN BUILDING HABDWARE, NO. 484 BACE STREET. 6 52

A LARGE ASSORTMENT OF FIRE and Burgiar-proof SAFES on hand, with inside doors. Dweiling-house Eafes, free from dampness. Prices low. U. HAMSEN FORDER, 55

T. STEWART BROWN, B.E. Corner of FOURTH & CHESTNUT STS. MANUFACTURER OF TRUMES. VALISES, RAGS, RETICULES, SHAWI STRAPS, HAT CASES, FOCKET BOOKS, FLASKS and Traveling Goods generally.

C.