Cry for Copyright.

From the London Athenous. The demand for a law to protect intellectual property on both sides of the Atlantic is increasing in volume day by day. The communications which follow express a portion of the American sentiment. The first letter is from Mr. Leland, the author of the "Hans Breitmann Ballads," and tells its own. tells its own story in a way to impress, we should imagine, the official mind with a due sense of the wrongs under which American authors labor in this country. For Mr. Leland, as the communication shows, suffers not only in his purse but in his honorable fame. When his purse but in his honorable fame. When Douglas Jerrold was before the Committee of the House of Commons on dramatic copyright, he was asked by a member of the committee whether, under the then existing law, dramatic authors were not in fact "robbed?" to which the wit promptly replied, "Yes, sir! both robbed and murdered!" Now, this is exactly Mr. Leland's case. The manthorized reprinter of his works has not only helped himself without leave to the "Hans Breitmann Ballads," but has presented them in a form which Mr. Leland pro-tests is both garbled and incomplete. Mr. Leland very properly declares that the

only cure for such manifest wrong is a just copy-right law between the two countries.

The second letter is a portion of a communication from the eminent publishing firm of Messrs. Lippincott & Co., Philadelphia. These gentlemen enter into some detail as to certain republications of English books by themselves and by the Messrs, Harper, of New York, which we omit, as the statements made by Messrs. Harper & Co. have not been laid before our readers. will suffice for us to give the summary. Messrs Lippincott, like Mr. Leland, conclude by an earnest prayer that the present uncertainties with regard to intellectual property may be brought to an end by the patriotic wisdom of

PHILADELPHIA, April 6, 1869,-It is with great re Inctance that, as a strauger, with no claim on your generosity, I venture to beg room in your publication for a few remarks, which I certainly would not make were they not offered with the sole intention of benefiting a gentleman who is well regarded by the literary world. I refer to Mr. Nicholas Trubner, of London, to whom I, in common with scores of literary men in America, have been for many years under obligations for acts of the most disinterested

In the autumn of 1868 Mr. Trubner, influenced, as several concurrent circumstances testify, rather by the desire to gratify me than by the hope of benefiting himself, ventured on the hazardous experiment of reprinting a book of American rhymes, the "Hans Breitmann Ballads," of which I was author. More than this, he advertised it extensively, incurred much expense for it in many ways, and took great pains to insure the success of the work. At least half of the expense incurred might have been spared, with much greater profit to himself, bad he sized. with much greater profit to himself, had he simply published these ballads at half price, and reserve nothing for the author, who, far from complaining, would only have been gratified at the opportunity to oblige his friend the publisher. After the "Breitmann Ballads"—thanks to Mr.

Trubner's enterprise—had reached a fifth edition, another bookseller in London wrote to me, offering to pay me to give him the publication of these "poems." I answered him curily that Mr. Trubner was the only person in London who was authorized by me to publish the ballads in question, and that I would not withdraw the right from him for ten thought sand pounds. After, however, recognizing by this very request a right in me to select my London republisher, and receiving a refusal, this applicant has orought out" a reprint of the American edition of the "Breitmann Ballads," at half the price of Mr Trubner's. This, of course, will compel the latter gentleman to reduce the price of his edition one-half, which renders it impossible for the author to receive any benefit from the sale, and, what is much more to be regretted, deprives Mr. Trubner of a profit after

to be regretted, deprives Mr. Trubner of a profit after all his pains.

My principal object, however, in writing this letter is to state that, to remedy as well as I can the evil, so far as my publisher is concerned, of this cheap edition, I have supplied Mr. Trubner with such alterations and additions to my "Breitmann Ballads" as will make his future editions of them the only complete ones, and that, in fact, the series which he now publishes contain several entire poems first published and copyrighted in England. This is especially the case with the volume entitled "Breitman as a Politi-cian," which is altogether imperfect and incomplete in any shape save that issued by Mr. Trubner. The original American publication of "Breitmann as a Politician," having been issued in haste, is extremely feature and it is this which is now issued in reprint

faulty; and it is this which is now issued in reprint to the English public by Mr. John Camden Hotten. In California, the man who does nothing himself but watch the operations of the industrious goldminer until the latter has found a spot which and then "jumps his claim," or deprives him of it by craft, is promptly hung or shot by a committee of intelligent citizens, appointed in general meeting to investigate the case. I do not commend such rough justice as applicable to highly enlightened, and refined society, but I may be pardoned for showing what the untutored and unprejudiced mind thinks

of "claim-jumping." CHARLES GODFREY LELAND.

Philadelphia, March 27, 1869.—We beg leave once more to call the attention of the public to the two cases originally mentioned by us in the Atheneum, of direct violation by the Messrs. Harper of "the courtesies of the trade." 1. They do not deny that our edition of "Greater Britain" was announced in May, 1888. 2. They do not deny that immediately on their own announcement they were notified by letter their own announcement they were notified by letter that we had made an arrangement for it with the English publishers; and, 3. They do not deay that they nevertheless persisted in reprinting it. Their admission of these points we hold to be sufficient to sustain our complaint in regard to "Greater Britain".

But there was another charge brought by us in our letter of January I, viz., that the Messrs. Harper had previously, in like violation of our rights under the usage of the trade, republished an edition of Trol-lope's "North America" after they had been made aware, through a personal interview, that we had entered into an exclusive arrangement with author for its publication in this country. To this statement the Messrs. Harper make no reply whatever, and we are justified in inferring that their course in the matter is inexcusable, Furthermore, we would say that, by special arrang

ment with the author, we recently published "Her Majesty's Tower," by Mr. W. Hepworth Dixon. A few days after the appearance of our edition, the Messrs. Harper issued an edition of the same work in an inferior style, at a nominal price, compelling us to reduce ours to the same price, thus preventing any remuneration to either author or publishers that otherwise might have been derived from the sale of

Here we might close; but a review of these facts naturally suggests the reflection that the interests of the book-trade in this country, no less than the 'pro-tection of authors in their just rights, require further legislation at the hands of Congress. It is high time for the passage of a well-considered international Copyright Law, such as will wipe away from our country the reproach of what are known as "pirated" J. B. LIPPINCOTT & CO.

Noted Libel Suits.

The Cooper libel suits, says a New York cor-respondent, which came off about twenty-five years ago, created a great deal of interest at the time. They were commenced against the Com-mercial Advertiser, and also against the Tribune, for caustic and damaging reviews of Mr. Cooper's later novels, and were each attended by smaller verdicts. Greeley's suit cost in all about \$500, which at that time he could ill afford, and we believe that it was his first experience of the kind. A few years before James Gordon Bennett was sued by John Haggerty, under the following circumstances. It was during the panic of 1837, when the Herald was adding to its general news a daily list of failures. During this period many false reports got into circulation, and among these was the failure of the great auction house referred to. At the present time this would be considered a privileged statement, but Haggerty recovered \$250, which at that time was a considerable verdict. Bennett was in the end the gainer, just as the Sun expects to be, for he made more capital out of Haggerty than could have been bought with an equal sum in any other manner. the only damage Bennett has ever paid, notwithstanding the fact that he has uttered more libels than any other journalist in existence. His victims have generally preferred to retaliate with the cowhide, which has nine times been

laid on his shoulders. The Tribune subsequently paid \$600 to a sea-captain, whose name it erroneously announced in connection with the slave trade, and in this way was victimized through the courts. statement would be considered a privileged one coming in with the general intelligence of the day, and if false to be subsequently corrected. The Sun, which at that time was in the hands of Moses Y. Beach, laid itself open about the same time to a similar suit, but in a very peculiar nanner. Beach owned the building corner of Fulton and Nassau streets, in which his paper was Issued, and let out a number of offices up

stairs. One of these was tenanted by a lawyer, Epictetus C. Gray by name, who failed to pay his rent. Beach advertised the claim for sale, and Gray not only sued him for libel, but recovered \$500. This injustice seems hardly redible, and yet such was the law of libe only a few years ago. The heaviest damages ever found on a libel suit were those obtained by Edmund Fry in an action against James Gordon Bennet, but the latter, by legal trickery, avoided the payment. Edmund Fry was brother of William H. Fry, one of the editors of the Tribune at that time. Both hese men possessed fine musical taste, and the latter had this department under his criticism in the above-mentioned journal. Edmund Fry opened an Italian opera, and labored arduously to sustain it. He incurred the displeasure of the Herald for two reasons. One was that hi prother was employed on the Tribune, the other was his refusal to pay black-mail. The result was that Bennett commenced a series of vene mous attacks upon the man, and also upon his exhibitions. So determined was this malignity, that it reached from the manager to his per-formers. Every one of Mr. Fry's troupe was assailed in the most abusive manner, and the only way in which they could escape was to abandon their employer. The result of this infamous persecution was to utterly paralyze the manager, and finally to rain him. These things were clearly proven, and the result was a verdict of \$10,000 damages in favor of the plaintiff. Bennett, with his usual tacties, appealed the suit, and so prolonged the litigation that it exhausted both the plaintiff's time and money, and at last in a new trial he failed to make out a case. Bennett has also been indicted for libel twice. The first time he narrowly escaped a sentence to Blackwell's Island, by, no doubt, the free use of money; the second time the indictment was by means of peculiar management quashed, and, of course, the culprit escaped. Bennett, no doubt, owes this success to his attorney, the astute Benjamin Galbraith, who is one of the most cunning practitioners in the city. He has paid Galbraith large sums, and has found him a sucuessful champion in the hour of need.

The most famous libel suit on record is that which excited the English courts nearly seventy years ago. It occurred immediately after the peace of Amiens, that brief trace which was succeeded by fourteen years of bloodiest war. Napoleon, at that time First Consul, was very sensitive to public opinion, and being attacked incessantly by one of the London journals, he through his representative, Baron Otto, made carnest complaint. The chief offender was a French emigrant named Peltier, who published a sheet called L'Ambigu, which was devoted to assaults on the First Consul. It was graced with a cut representing a sphynx, with Napoleon's features, thus indicating the mystery of his policy, as well as his Egyptian campaign. On Otto's complaint, Peitier was arrested and tried He employed Sir James Macintosh to defend him and the latter added to his already brilliant fame by his eloquent arguments in defense of free speech. The defendant, however, was convicted. but escaped sentence by the rupture which so quickly threw the two nations into hostilities Next to this in national importance was the case of The People vs. Croswell, who was indicted for libel on President Jefferson, and tried in 1803. In this case a libel was defined to be 'a censorious or ridiculous writing, picture, or sign, made with a mischievous or malicious intent toward government, magistrates, or individuals." By the Roman law, libel was at one time a capital offense, while in the days of Alfred slander of any kind was punished by the loss of the tongue.

In the Croswell case, alluded to above, the question arose whether the truth could be given in defense, and Alexander Hamilton argued strongly in the affirmative, and this has now become the general law of the land.

-The canal to connect the Mediterranean with the Bay of Biscay will cost \$88,400,000. -The Fortress of Luxembourg was destroyed last month by means of two large mines.

-The Queen has changed her birthday this year from May 29 to Wednesday, June 2. -Two ladies have been damaged by English juries for breach of promise of marriage. -The progress of Mormonism in London is re-

garded as very satisfactory by the elders. -Fifty-two million francs worth of smoking pipes were manufactured in France last year. —The London Spectator alleges that the cost of living in London is fully equal to that in New York. -Women having a certain amount of property in Russia have the right to vote by male proxy.

Beloit has \$10,000 for its Memorial Hall, which it hopes to dedicate next commencement.

LOOKING GLASSES, ETO. OHN SMITH,

LOOKING-GLASS AND PICTURE FRAME MANUFACTURER,

> BIBLE AND PRINT PUBLISHER, And Wholesale Dealer in

AMERICAN AND FRENCH CLOCKS AND REGU-LATORS OF EVERY DESCRIPTION.

Also, General Agent for the sale of the "Eureka" Patent Condensing Coffee and Tea Pots—something that every family should have, and by which they can save lifty per cent.

Trade supplied at a liberal discount.

4 15 Bm No. 916 ARCH STREET. COVERNMENT SALES.

PUBLIC SALE OFMEDI CINES, HOSPITAL STORES, DRESSINGS, MOSQUITO BARS,

ASSISTANT MEDICAL PURVEYOR'S OFFICE,)

Assistant Medical Purveyor's Office, Washington, D. C., May 10, 1869. Washington, D. C., May 10, 1869. Will be offered at public auction in this city, on WEDNESDAY, the 19th day of May, at 10 A. M., at the Judiciary Square Depot, Estreet, between Fourth and Fifth streets, a large and valuable assortment of Medicines, Hospital Stores, and other property no longer needed for the public service, among which will be found the following, viz.:—

Sulphuric Ether, 7000 ounces; Alcohol, 1700 quarts; Cerate of Cantharides, 6000 ounces; Fluid Extract of Cinchona, 2000 ounces; Fluid Extract of Ginger, 3000 onnees; Compound Spirits of Lavender, 5000 ounses;

onness; Compound Spirits of Lavender, 5000 ounges; Powdered Opium, 2000 ounces; Tinet. Opil Camphorate, 6000 ounces; Sulphate of Quinine, 500 ounces. Sperm Candles, Beef Extract, Condensed Milk.

Desiccated Egg.
Adhesive and Isinglass Plasters, Gutta Percha
Cloth, Patent Lint, Olled Silk and Muslin Roller Bandages, Linen. Also, 15,000 Mosquito Bars, new. Full particulars in catalogues. Terms cash; 25 per cent. required as deposits at time of sale, and all goods to be removed within five days. CHARLES SUTHERLAND,

5 16 St Ass't Med. Purveyor, Bvt. Col. U. S. A. N A V Y D E P A R T M E N T.
WASHINGTON, April 27, 1869. The Navy Department will offer for sale the prize steamer ATLANTA, as she now lies at League Island, on the 15th day of MAY next, at 12 o'clock M.
The vessel and her inventory can be examined at any time on application to the Commandant of the

The whole amount of the purchase money must be The whole amount of the purchase money must be paid at the time of the adjudication, and the vessel must be removed from the Station within ten days from the day of sale.

A. E. BORIE,
4 29 14t

Secretary of the Navy.

PROPOSALS.

PROPOSALS FOR SUPPLIES.

OFFICE OF THE CHIEF SIGNAL OFFICER, Washington, D. C., April 22, 1869. Sealed Proposals, in duplicate, will be received at his office until 12 M. on FRIDAY, the 30th instant, or supplying the Signal Service of the army with the ollowing articles, viz.;— Twenty-five (25) HAND TELESCOPES, with Straps

and Caps complete Sixty-five (65) MARINE GLASSES (Binocular), with lases and Straps complete. The whole to be delivered on or before the 1st of

The Telescopes must be of not less than thirty-three (33), and the Marine Glasses of not less than five (5), magnifying powers, and both of defining power, and make similar and equal to the models in Envelopes to be endorsed "Proposals," and ad-aressed to the undersigned.

Further particulars and requirements made known on application to this office.

The time for the reception of the above mentioned proposals is extended to MONDAY, the 16th day of May next, at 12 M., and the time for furnishing the stipplies to the 16th day of July next.

By order of the Chief Signal Officer of the Army.

L. B. NORTON,

Brevet Major, U. S. Army,

Property and Disburaing Officer.

RAILROAD LINES.

READING BAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:36 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Road-ing at 6:38 P. M.; arrives in Philadelphia at 9:15

MORNING EXPRESS.

MORNING EXPRESS.

At 8:16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at POET CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Colum-

bia, etc.
POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at In-tarmediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P.

M.; arrives in Pottstown at 6-40 P. M.
READING ACCOMMODATION.
Leaves Reading at 7-30 A. M., stopping at all
way stations; arrives in Philadelphia at 10-15
a.M. Returning, leaves Philadelphia at 5:15 P. M.;

Returning, leaves Philadelphia at 5-15 P. M.; arrives in heading at 8-05 P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8-05 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 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 1245 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A.M., and Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 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., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30

P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegoville and Skippack.

NEW YORK EXPRESS FOR PITT'SBURG AND THE WEST.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing itending at 105 A. M., and 150 and 1019 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. mira, Baltimore, etc. Returning Express train leaves Harrisburg on

arrival of Fennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. out change.

A 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 M.
SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. Al., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:50 F. M. and from Tremont at 7:40 A. M. and 6:35

P. M., and from Tremont at 740 A. M. and 535 P. M. TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading. and intermediate stations, 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 for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General

Superintendent, keading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50

each for families and firms,
SEASON TICKETS.
For three, six, nine, or twelve months, for hold-

ers 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 fares, 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.

MALLS

Class at the Philadelphia Post Office for all places

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. principal stations only at 2-15 P.

principal stations only at 2.15 F. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4.35 A. M., 12.45
noon, 2 and 6 F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points be-BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD,

TIME TABLE. On and after MONDAY, May 3, 1809.
FOR GERMANTOW, ...
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3\(\frac{1}{2}\), 3\(\frac{1}{2}\), 4, 4 30, 5 05, 5\(\frac{1}{2}\), 6, 6\(\frac{1}{2}\), 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 714, 8, 8, 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 334 and 534 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 1634 P. M.

10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 7, 9, and 11 P. M. Leave Chesnut Hill at 7 10, 8, 9 40, 11 40 A. M.,

140, 540, 540, 640, 840, and 1640 P. M.

ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 1240, 540, and

925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN Leave Philadelphia at 6, 714, 9, and 11 05 A. M., 114, 3, 414, 5, 614, 644, 8 05, 10 05, and 114 P. M. Leave Norristown at 5 40, 614, 7, 734, 9, and 11 A. M., 114, 3, 414, 614, 8, and 914 P. M. The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 5 P. M. train from Philadelphia will stop

only at School lane, Manayunk, and Conshchocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2/2, 4, and 71/4 Leave Norristown at 7 A. M., 1, 5% and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 0, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 0½, 8 505, 10:05, and 11½ P. M.
Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only

at School lane and Manayunk.

ON SUNDAYS,

Leave Philadelphia at 9 A. M., 234, 4, and 754 P. M.,

Leave Manayunk at 734 A. M., 134, 6, and 934 W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT APRIL The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the deput. Orders left at No. 901 Chesnut street, or No. 116 Market street,

TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8:00 A. M. Paoli Accommodat'n, 10:30 A. M., 1:10 and 9:30 P. M. Lancaster Accommodation . Cincinnati Express 500 P. M.
Erie Mall and rittsburg Express 1040 P. M.

Philadelphia Express, 12 sight.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily. All other Trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and buggage delivered by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIE .:-Cincinnati Express 3.10 A. M. Philadelphia Express 8.50 A. M. Paoli Accommodat'n, 8.20 A. M., 5.40 and 7.20 P. M.

| Page Algorithmedia | Page Al Southern Express
Harrisburg Accommodation

FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Deport Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing

Apparet, 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,

429 General Superintendent, Altoona, Pa. 1869. FOR NEW YORK,—THE CAMDEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHARP. At 6-30 A. M., via Camden and Amboy Accom. \$2-26 At 8 A. M., via Cam, and Jersey City Ex. Mail 3-00 At 2 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 2-00 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and

At 8 and 10 A. M., 2, 3:30, and 4:30 P. M. for Trenton, At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Florence, Burlington, Be-

verly, and Delanco.

At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.

M. for Fdgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:20 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristoi. And at 10-15 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tuilytown. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington. At 7:30 and 10:16 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington. At 7:50 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railway.
At 9:30 A. M., 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$5:25.
At 11:30 P. M., Emigrant Line. Fare, \$2.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Trenton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Hristoi.
At 12 P. M. (Night), for Morrisville, Tullytown,

Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

LINES,

PROM KENSINGTON DEFOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations. intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1°30, 3°30, and 5°30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1°30 and 3°30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 10 WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SODA NTON. SCRANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. 9.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Atlentown, Manch Chunk, Wilkesbarre, Pittston, and Scranton.
At 1-45 P. M. (Express) for Bethlehem, Manch Chunk, Wilkesbarre, Pittston, and Scranton.
At 5-60 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 10:45 A. M. and 11:39

For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8:35 A. M., 4:55 and 7 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 10:45 A. M. and 3:10

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. At. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS OLARK, Agent. WEST JERSEY RAILROADS.—SPRING AR

From foot of MARKET Street (Upper Ferry).
Commencing THURSDAY, April 1, 1869,
TRAINS LEAVE AS FOLLOWS:—
For Cape May and stations below Millville, 3-15 For Millville, Vineland, and intermediate sta-tions, 800 A. M., 505 P. M. For Bridgeton, Salem, and way stations, 8 00 A. M. and 3 30 P. M. For Woodbury at 8:00 A. M., 3:15, 3:30, and 6:00

RANGEMENT

Freight train leaves Camden daily at 12 o'clock, Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware WILLIAM J. SEWELL.
Superintendent.

RAILROAD _ INES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD. TIME TABLE.—Com-mencing MONSAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington 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 M. (Sundays excepted) for Baltimore and Washington, storping at Wilmington, Ferryville, and Havre-te-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, Thurlew, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aleries, Perryvania

Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, erryman's, and Hagnolia Passengers for Fortress Monroe and Norfolk will take the 12-90 M. train.

WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia 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 Eallroad for Harrington and intermediate

Stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train with not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia. Leave Battimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. Bi., Express; 7:26 P. M., Express,

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:26 P. M., stopping at Mag-golia, Perryman's, Aberdeen, Havre-ie-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Glay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS.
Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays
excepted) at 7:00 A. M. and 4:30 P. M.
The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached,
will leave Philadelphia dally (except Sundays) at
1:00 P. M., running to Oxford.
Leave Fort Deposit for Philadelphia (Sundays
excepted) at 5:40 A. M., 9:25 A. M., and 4:20 P. M.
Trains leaving Wilmington at 6:30 A. M. and 4:15
P. M. will connect at Lamokin Junetion with the
7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-

100 A. M. and 4:30 P. M. trains for Baltimore Cen-Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut 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, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 20, 1869, the trains on the Philadelphia and Eric Railroad will run as

WESTWARD,

MAIL TRAIN leaves Philadelphia. 10-45 P. M.

"Williamsport 8-15 A. M.

"arrives at Erie . 9-30 P. M.

ERIE EXPRESS leaves Philadelphia . 11-50 A. M.

"Arrives at Erie . 10-00 A. M.

"Arrives at Frie . 10-00 A. M.

ELMIRA MAIL leaves Philadelphia 8-00 A. M.

"Williamsport 6-30 P. M.

"arrives at Lockhaven 7-46 P. M.

EASTWARD.

MAIL TRAIN leaves Erie . 11-15 A. M.

"Williamsport 12-20 A. M.

"Arrives at Philadelphia 9-25 A. M.

ERIE EXPRESS leaves Erie . 9-25 P. M.

"Williamsport 7-50 A. M.

arrives at Philadelphia 4-10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

Baggage checked through.
ALFRED L. TYLER, General Superintendent. 115

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869 SEASONED CLEAR PINE.

SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR. FLORIDA FLOORING.
FLORIDA FLOORING.
CAROLINA FLOORING,
VIRGINIA FLOORING,
BELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING.
FLORIDA STEP BOARDS. 1869

1869 WALNUT BDS. AND PLANK. 1869 WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK.

1869 UNDERTAKERS' LUMBER. 1869
RED CEDAR.
WALNUT AND PINE. 9 SEASONED POPLAR. 1
SEASONED CHERRY. 1
WHITE OAK PLANK AND BOARDS.
HICKORY. 1869

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. 18691869

CAROLINA H. T. SILLS, NORWAY SCANTLING. CEDAR SHINGLES. 1869MAULE, BROTHER & CO., No. 2500 SOUTH Street.

ESLER & BROTHER'S

U. S. BUILDERS' MILL. Nos. 24, 26 and 28 S. FIFTEENTH St. We offer this season to the trade a larger and more su

Wood Mouldings, Brackets, Balusters, Newell Posts, Etc. The stock is made from a careful selection of Michigan Lumber, from the mills direct, and we invite builders and contractors to examine it before purchasing elsewhere.

Turning and Scroll Work in all its varieties. 5 6 2m LUMBER UNDER COVER.

ALWAYS DRY. WATSON & CILLINGHAM

No. 924 RICHMOND Street. PANEL PLANK ALL THICKNESSES.

1 COMMON PLANK, ALL THICKNESSES.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS, 1½ and 4½. SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY.

Togother with a general assortment of Building Lumbe for sale low for cash.

FIFTEENTH and STILES Streets

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and
Polished, at P. MADKIRA'S, No. 115 S. TENTR Street

STEAM PASTE MANUFACTORY, No. 10 1. FETTER LANE.—Paper-box Makers, Book-binders, Trunk makers, Paper-hangers, and all who use PASTE, will find this made by Steam, without lumps, more adhe-sive and far better and cheaper than can be made in the ordinary way. [9] In*

AUDITION SALES.

M. THOMAS & SONS, NOS. 139 AND 144 SALE OF REAL ESTATE AND STOCKS, May II, 1868, at 12 o'clock, moon, at the Exchange, will icinde CALLOWHILL, No. 2518. Tavern and Dwalling SIXTH AND MARRIOTT, S. E corner Store and

MARRIOTT, cast of Fifth Lot LANCASTER TURNPIKE, Twenty fourth ward—Two TISHER'S LANK Handsome Mansion and 10 sores nd outhuildings.
MARRIOTT, No. 616—Frame Dwelling.
WOOD, No. 2128, 2133, and 2123—Brick Dwellings.
MAIN STREET, Germantown, No. 5121—Large Lot and WALLINGFORD STATION, Delaware county, Pa.

ienston, 7 acres, and outbuildings.
FIFTH (north), No. 141—Modern Dwelling.
SEVENTH (nerth), No. 155—Modern Residence.
WASHINGTON AVENUE, Nos. 1208 and 1210—Large SPRING GARDEN, Nos. 1002 and 1004-8 Brick Dwell-

Day, 35 by 113 feet.

WALNUT, No. 815—Business Stand.

BAKEE, cast of Seventh. 5 Brick Dwellings.

TWELFTH (south), No. 1161—Brick Dwellings.

TENTH (north), No. 41—Large Brick Building.

GERMANTOWN AVENUE, No. 1212—Brick Dwelling.

THIRD (south), No. 711—Four Frame Dwellings.

NINTH AND RODMAN, N. W. corner—Modera PRICE AND HANCOCK Modern Residence.
THIRTY NINTH (north), No. 68-Three-shory Brick

TRIBITY NINTH (north), No. 68—Three-story Brick Dwelling.
TWENTIRTH (north), No. 1859—Modern Residence.
Ground Reut, \$210.
5 shares Horticultural Hall Co.
\$4500 Tidewater Canal priority bonds, 5 per cent.
\$5000 Susquelanna Canal priority bonds, 5 per cent.
\$5000 Susquelanna Canal priority bonds, 5 per cent.
\$5000 Susquelanna Canal priority bonds, 5 shares Huladelphia and Southern Mail Steamship Co.
II shares Shamokin and Bear Valley Railroad.
5 shares Academy of Music, with ticket.
1 share Phindelphia Library Co.
Pew No. 27, middle aisle, St. Mark's Church.
Pew No. 187, middle aisle, St. Mark's Church.
His chares Old Township Line Turnpilse Co.
\$600 Haltimore Central Railroad coupon bonds.
\$1500 Chusnut and Walmut Passonger Railway bonds.
6 shares Siath National Bank.
60 shares Siath National Bank.
60 shares Siath National Bank.
60 shares Enleiente and Snowshee Railroad.
55 shares Eelleiente and Snowshee Railroad.
55 shares Coal Ridge Improvement and Coal Co.
20 shares Hothey Comb Petroleum Co.
Catalogues now ready.

KLEGANT ENGLISH BOOKS.

RLEGANT ENGLISH BOOKS.
On Tuesday, Wednesday, Thursday, and Friday Afternoons,
May 11, 12, 13, and 14, valuable miscellaneous books, Eaglish editions, including fine editions of Bulwer, Dickens,
Scott, and other onlinent writers, Dore's superbly illustrated works, best editions of Shakespeare, poets, cio.
Also, standard library books, theology, history, fine arts,
gift books, juveniles, etc.
5854

Sale No. 927 Market street.

STOCK ELEGANT ROSEWOOD PIANOS, HARP, VIOLINS, ETC.

On Wednesday Morning.

12th instant, at 10 o'clock, at No. 927 Market street, the stock of pianos of Jeseph J. Mickley, going to Europe, comprising two elegant new rosewood pianos, 7 octaves, made by Raven & Bacon, New York; one 74 octaves; one do., 7 octaves, second-hand; one do. by Chickering, pedal harps, double action, made by Erard; violins; lot tools, handscrews, etc.

FURNITURE. handscrews, etc. FURNITURE.

Also, the household furniture, beds and bedding, china and glassware, carpets, oil cloths, kitchen furniture, 583.

BUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. SALE OF 2006 CASES BOOTS, SHORS, TRAVEL-LING BAGS, ETC., On Tuesday Morning, May II, at 10 o'clock, on four months' credit. 555t

SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,
On Thursday Morning,
May 13, at 10 o'clock, on 4 months' credit. [6 7.5k]

LARGE SALE OF CARPETINGS, OIL-CLOTHS, CAR-TON MATTINGS, ETO.
On Friday Morning,
May 14, at 11 o'clock, on four months' credit, about 300
pieces of ingrain. Venetian, list, hemp, cottage, and reg
carpetings, floor oil-cloths, mattings, etc.
586

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom St. Sale No. 1110 Chesnut Street.

Sale No. 1110 Chesnut Street.

SPECIAL SALE.

SPECIAL SALE.

SUPERIOR NEW AND SECOND-HAND HOUSE.
HOLD FURNITURE PIANO-FORTES, CARPETS,
MIRRORS, CABINET ORGAN, SEWING MA.
CHINES, CHINA, GLASSWARE, CUTLERY, ETC.

On Tuesday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut
street, will be sold, a large assortment of superior Household Furniture, comprising—Brossels and ingrain carpets;
parlor suits of walnut furniture; chamber suits in walnut
and cottage furniture; secretaries and bookcases; extension dining tables; wardrobes; mantel and pier glasses;
resewood plano-forie, made by Hardman; one of Estey's
cottage organs; table cutlery; china; glassware; sewing
machines, ilbrary suits; kitchen furniture; refrigerators;
stoves; cane-scat chairs; mattresses; beds, etc.

Sale at No. 914 Markat street.

STOCK OF FINE HARNESS, SADDLERY, TRA

VELLING TRUNKS, HARDWARE, STORE FIX-TURES, ETC. TURES, ETC.

On Tuesday Morning,
May II, at 10 o'clock, at No. 914 Market street, will be
sold the stock and fixtures; comprising fine double and
single barness, with gold, silver, and black mountings;
ladies' and gentlemen's saddles, bridles, martingales, whips, covers, and robes.

Also, cart, express, and farm harness, travelling trunks, values, satchels, etc.; hardware, and other goods pertaining to the saddlery business; store fixtures, also the shelvings, glass sash, counters, desk, benches, stoves, etc.

Catalogues now ready.

MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT Street, rear entrance from Minor. Sale No. 1327 Poplar street.

SUPERIOR HOUSEHOLD FURNITURE, CENTRE
TABLES, ETAGERE, CARPETS, ETC.
On Tuesday Morning,
At 10 o'clock, at No. 1327 Poplar street.

Sale at No 1240 Brown street.

HOUSEHOLD AND KITCHEN FURNITURE, CAR-PETS, ETC. On Tuesday Afternoon, At 2 o'clock, at No. 1240 Brown street

At 2 o'clock, at No. 1240 Brown street.

Sale at No. 529 Chesnut street.

HANDSOME WALNUT FURNITURE, ELEGANT FRENCH PLATE MIRROR, ELEGANT PIANO-FORTES, SUPERIOR FIRE PROOF SAFES, HAND-SOME BOOKCASE, HANDSOME BRUSSELS AND OTHER CARPETS, ETC.

On Wednesday Morning,

12th inst., at 10 o'clock, at the auction rooms, No. 529 Chesnut street, by catalogue, very desirable furniture, including—Handsome walnut and rosewood parlor farmiture, covered in brocatelle, terry, and hair-cloth; handsome walnut chamber suits of a variety of styles, finished in oil and varnish; 4 superior fire-proof safes, made by Evans & Watson, Lillie, and Farrel & Herring; handsome walnut bookcase, chandeliers, handsome Brussols, imperial, and ingrain carpets; fine feather beds, hair mattresses, oil paintings, superior platform scales, set of harness, etc.

ELEGANT MIRRORS.

ness, etc.

ELEGANT MIRRORS.

Also, 2 extra large and elegant French plate pier mirrors, massive frames; 4 fine oval and pier mirrors, consultables, etc.

Also, 2 large involces of fine shades.

Also, handsome zephyr Afghan.

5 10 26

SUPERIOR WALNUT HOUSEHOLD FURNITURE, HANDSOME WALNUT BOOKCASE, FINE BRUS-SELS AND INGRAIN CARPETS, KITCHEN FUR-NITURE, ETC. On Friday Morning.

14th inst., at 10 o'clock, at No. 1008 N. Fifth street, ery superior household furniture.

5 8 5t

Sale No. 529 Chesnut street.

TO BOOT AND SHOE MANUFACTURERS.
BOOT AND SHOE MACHINERY, SUPERIOR SEWING MACHINES, KNOX SOLE CUTTER, ETC.
On Friday Afternoon.
14th instant, at 2 o'clock, at the auction rooms, No. 529
Chesnut street, the machinery of a boot and shoe manufacturer, including eight superior sowing machines by
Howe and Singer, splitting machine, Knox sole cutter,
rollers, cies, lasts, eyeletting machine, etc. etc. [5 8 5t]

Sale No. 639 Arch street.
THIRTY VERY SUPERIOR FIRE AND BURGLAR-PROOF SAFES.
Made by the Lillie Safe and Iron Company.
On Tuesday Morning.
18th inst., at 10 o'clock, at No. 639 Arch street, by catalogue, the balance of stock of very excellent fire-proof safes of various sizes, made by the Lillie Safe and Iron Company.

5 5 11t

BY LIPPINCOTT, SON & CO., AUCTION-KET Street. ASHHURST BUILDING, No. 240 MAR. On Wednesday Morning.

May 12, at 15 o'clock, on four months' credit.

LARGE POSITIVE SALE OF 1200 LOTS WHITE AND LINEN GOODS, HOSIERY GOODS, HAND-KEECHIEFS, KID GLOVES, MILLINERY GOODS, HOOP SKIRTS, CORSETS, FANCY GOODS, TIONS, ETC.

SALE OF STRAW GOODS, Including about 250 cases ladies', misses', and children's wear, in the most fashionable styles. 5 10 2t C. D. McCLEES & CO., AUCTIONEERS

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, On Thursday Morning,
May 13, at 10 o'clock, including a large line of city made Roods. N. B.—Sale every Monday and Thursday. 5 10 34 BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Des Goods, Notions, Millinery Goods, and Stocks of Goods solicited. 13 27 tf

BSCOTTS ART GALLERT, No. 1020 CHESNUT KEENAN, SON & CO., AUCTIONEERS, NO. 112 N. FRONT Street.