CANADA'S WHITE ELEPHANT.

From the Pall Mall Gazette,

Curses as well as blessings often come in disguise. The end of a long struggle for a desired possession is not unfrequently the beginning of unexpected trouble. It was a great victory on the part of Prussia to expel Austria from Germany. It was a splendid triumph of Napoleon III to secure the title while wielding the sceptre of his uncle. Yet neither Count Bismark nor the Emperor Napoleon may have foreseen the trials which awaited him on the morrow of success. Thus it may be with the Dominion of Canada, unless, as we hope, the rule shall in this case be illustrated by a brilliant exception, Year after year the natives of Upper and Lower Canada have denounced the Hudson's Bay Company as usurpers, and threatened them with the fate of intruders. The fur traders have been warned that, if they did not retire from any untenable position and abandon an unauthorized traffle, they would lose everything they valued and treated as their own. By the suarcholders in the Hudson's Bay ompany these menaces were attributed to envy They believed themselves seeme from attack, Indeed, so constantly were their rights assailed without being seriously compromised, that they came to regard them as based on a secure and lasting foundation. Seeing that the loud talk of their opponents did not hinder the declaration of substantial dividends, they waxed over-confident of their strength and shut their ears to the wholesome truths which cool-headed and impartial onlookers uttered for their instruction guidance. The inevitable conclusion has at last arrived. Under the pressure of circumstances which they could neither control nor disregard, these shareholders have now signified their willingness to resign the sovereign rights they rated so highly, taking in return £300,000 and many thousand acres of land. What the company at first regarded as a disaster seems likely to improve acres of land. their fortunes: shares are rising, and the proprictors are already beginning to smile through their tears. That the coercion applied to them was somewhat harsh can hardly be denied, and nobody will grudge their brightening prospects. Asifor the Canadians, that they have achieved so thorough a success must be to them a matter

of rejoicing. But they will do well to remember

that the acquisition of a tract of country nearly

as large and diversified, both as regards soil and

climate, as the whole of Europe, entails a re-sponsibility of no common kind. From both sides of the Atlantic they will hear the question,

No one need fear that the Canadians will fold their hands and suffer the territory of the north-

"What will they do with it?"

west either to be the favorite haunt of the buffalo and the home of the Indian, or to be wholly occupied by enterprising citizens of the United States. It is both their duty and their interest to prepare this country for the habitation of the European settler. The farmer must displace the trapper, and the solid habitation of civilized man must be substituted for the Indian's rude and temporary dwelling. The rivers which now flow to no purpose must be made to turn mills and float steamboats. From the head of Lake Superior to the base of the Rocky Mountains there is an almost continuous communication by the North and South Saskatchewan and their tributaries. The removal of a few natural obstacles would render the navigation of either river practicable for steamers of moderate burden. Thus, the conveyance of passengers or freight would be effected at a small cost, while the inducements to settle would be increased owing to the existence of facilities for the transport of produce. The drawback of a slow and uncertain means of intercourse between the different markets of the United States and of Canada is exemplified by the present condition of the settlements at the Red river and at Lake Manitobah. In both cases the settlers have the power of growing large quantities of grain. In both the opportunities for gaining a livelihood with little exertion are so great that none but incorrigible sluggards need starve or repine. Yet, despite these advantages, the settlements increase in size very slowly, and the settlers accumulate wealth with as great difficulty as the dwellers in localities d with sterility. The simple explanation is that these settlements are virtually isolated for want of sultable roads. The servants of the Hudson's Bay Company have done their best to keep these settlers within a veritable ring fence. It would have been impossible for the company to retain the monopoly of trade if those whom they wished to make their customers under compulsion had possessed the power of going elsewhere and purchasing what they required. Of late years the opportunities for evading the company's regulations have been multiplied. The rapid increase of population in the neighboring State Minnesota has led to an interchange of commodities between the American traders and the Red river settlers. As soon as this settlement shall have been formally ceded to Canada the monopoly of trade will terminate. From the fall of exclusive privileges will be dated the commencement of the settlement's prosperity. Thus the exercise of sovereignty by Canada over the territory governed by the company will im-

mediately prove beneficial to at least 12,000 of her Majesty's subjects. The most difficult problem requiring solution relates to the kind of government to be estab-lished over the new territory. This territory cannot well be united to the province of Ontario It is too vast to constitute a province by itself. while it is too sparsely peopled to be entitled to the forms of representative government prevail-ing throughout the Dominion. For a considerable time the settlers will doubtless be satisfied with a share in the local government, and will consent to forego representation in the Dominion Parliament. If any political disputes arise hereafter, these will probably have an international origin. An influx of independent American citizens may take place. Should they form a considerable proportion of the popula-tion, it is not unlikely that endeavors will be made to transfer the allegiance of the province to the neighboring republic. Against this contin-gency, the best safeguard will be found in liberality of treatment on the part of the Canadian Government and Parliament. Everything in the shape of undue exercise of central authority must carefully avoided. All that can fairly be done to promote local enterprise must be cheerfully conceded. As best calculated to Increase general satisfaction by furthering individual interests, the formation of reads and the opening up of communication by water are among the duties incumbent on the new proprietors of the Hudson's Bay Territory. Even now it is easier to reach the Red River Settlement by way of the United States than through the western part of Canada. But this obstacle to unfettered intercourse is in process of removal. A road is being made between the settlement and the Canadian shore at the head of Lake Superior. Besides, a roject has been mooted of a grander character and of more extended importance. It is proposed to construct a rallway from Ottawa to the Pacific. As this line would be in connection with the Grand Trunk and the Intercolonial, Hallfax on the Atlantic would be placed in direct communication with a Pacific port, and merchandlse might thus be forwarded brough British territory between England and China or Japan. That this railway when made (and we have nothing to say about it as a railway scheme) would prove a formidable competitor with the line through the United States, has

between Liverpool and the East by 700 miles as compared with the route through the United It is clear that the Canadians will not languish for want of momentous subjects to discuss when they become masters of Rupert's Land and the northwestern territory. Before the dreams of their statesmen are fulfilled, they will have to vanquish many obstacles, give practical answers to some puzzling questions, and submit to not a few trials of their patience. Should their success be equal to their hopes, and to the expecta- | Wiscopain.

been asserted with great show of reason.

cost has to be counted and its difficulties to be

disposed of by the constructors and proprietors of the line. What concerns others is the fact

hat such a rallway would shorten the distance

tions formed by their well-wishers, they will de-monstrate to the world that while the gift of a white elephant is certain to prove the ruin of those who are unworthy of the honor, it is an increase of glory to those capable of sustaining the burden and qualified for appreciating the

WOMAN IN THE PULPIT.

Mrs. Van Cott, the Revivalist Methodist Preacher. From the Methodist.

In my vacation rambles, I recently arrived at Cairo, a little village ten miles west of Catskill on the Hudson. A friend whom I fell in with on the way informed me that revival meetings were being held there by a woman, and that much interest was excited. Having nothing special to secupy my time, I resolved to tarry and witness what was going on, and if possible benefit myself and others by joining in this con

flict with the Power of Darkness. Last year, the church being small, and in an out-of-the-way place, the society at Cairo bought and refitted the Baptist church, which is contrally located and sufficiently commodious to meet present wants, and in which the meetings were now being held. I repaired to the church at the time appointed, had been seated some time, when a lady dressed in black came in and advanced to the foot of the pulpit stairs, where she knell a few moments in silent prayer, arose, ascended the stairs, selected hymns and lesson read them in a clear, strong voice, called upon a minister in the altar to pray, and followed herself with a short, simple, earnest prayer, read another hymn, and then a text, which she followed by an earnest, practical talk, which though not so legitimately related to the text was intimately connected with heart and life

While engaged in earnest exhortation, she deseended from the pulpit into the altar, made an appeal to seekers to come forward, which was responded to by quite a number. She directed the prayer meeting that followed, during which several professed conversion, changed the order from prayer to speaking, gave appointments for succeeding evenings, called for the singing of the Doxology, and gave the closing benediction. All this in presence of the preacher in charge and two or three other ministers.

The meeting was continued until near 11 o'clock, but the time was well improved, and the interest at that late hour was unabated.

We left, saying, "We have seen strange things to-day," and wondering whereauto this would lead, resolved not to hinder, but to help forward, unless some better reason than the mere novelty

of the thing should appear.

Wednesday evening was devoted to prayer and exhortation. Thursday evening she took the pulpit again, according to previous announce-ment, which evidently brought a larger number than would have gathered but for that announce ment. Friday evening was occupied as Wednesday had been. The Saturday evening was for men exclusively, but was led by the lady, and had no other peculiarity, that I could discover, save the absence of the women. Sabbath morning she occupied the pulpit again, having a full house to speak to. A class meeting followed, at which there were at least a hundred persons present, whereas I was informed that five weeks before a class could scarcely be held for want of members to constitute it.

Sunday evening, the only time during my stay, the pulpit was occupied by a minister. The house was crowded to its utmost capacity, and many, I was told, went away, while others occupied the yard, and heard as best they could from without.

At the close of the sermon, the lady called upon those who had experienced religion, and who wished to unite with the church on probation, to come forward to the altar, when thirtyfour promptly responded, the most of whom had during the week professed faith in Christ, twelve having been received the Sunday evening previous.

Mrs. Van Cott is a member of the Duane Methodist Episcopal Church in the city of New York. She commenced to labor first in connec tion with the New York City Missionary Society. under the direction of the lamented Mr. Bat tersby. During the month of February last. while on a visit to Mr. Battersby's father's, in the town of Durham, Greene county, she was persuaded against her own judgment, by her host, to take charge of a prayer-meeting held at She states that, a the close of the meeting, she was prevailed upon by those present to make another appointment; that the interest mani ested was such that the meetings were continued from evening to evenpeople that came, and the Baptist chapel, the only house for worship in the place, was secured, and the meetings continued there until a large number were converted. She was then invited by the Rev. A. C. Morehouse, the stationed preacher at Windham Centre, to come to that place for the purpose of holding meet-

were spent in earnest labor, during which eightyfive persons professed faith in Christ. From there she went to Cairo, invited by some of the members, the minister only assenting, and attending the meetings merely as an assistant, Great apathy and some opposition were manitested at first, but gradually and steadily the inthe place was too small for the numbers that

The meetings I attended were marked with strict decorum, earnest attention, deep seriousness, and much feeling. The seekers at the altar manifested but little emotion, but the converts were generally prompt and explicit in bearing testimony for Christ. All moved with a steadiness and regularity equal to our best conducted revival meetings.

Mrs. Van Cott believes herself called of God to this work, and, firm in this faith, she acts fearlessly and without hesitation, and imparts the same spirit to those who come under her in-

The converts are ardently attached to her, following her in crowds wherever she goes, willing, apparently, as were some of St. Paul's, to pull out their eyes and give them to her.

I have thus given the favorable side of this picture. There is doubtless another side. I got

in occasional glimpse at it, but did not care to cok at it so long as only good appeared in the fruit. I will mention a few things that appeared to me exceptionable, trusting that good inten-tion will be a sufficient excuse if I am mistaken. In the first place, there was an absence of that modesty that is so commendable in female charcter, an air that seemed to say, I am the leader here, and I have no regard for the opinions of men, either "decent" or otherwise.

Again, there was what seemed to me a disregard for a plain injunction of Scripture in reerence to the outward adorning and plaiting the

A person in the pulpit to proclaim the simple gospel of Jesus with puffs in the hair, with a showy pin and chain, with bracelets on the wrists and rings on the finger, is clearly out of place. But this, I said, may be simply an inad-The irregularity of habit which was being

encouraged by want of punctuality in com-mencing and closing the meetings was another unfavorable feature. These things, however, may be easily cor-ected, and I doubt not will be. If the move-

ment be of God, it will go forward.

We are in great need of a genuine widespread revival of religion, and if God shall see fit to raise up holy women to take the lead in bringing it about, I am sure that every true lover of God and his race will bid them Godspeed, saying, as did Wesley, "God has a right to choose

—A letter writer in Indiana clothes a disagreeable fact in euphemistical language when he says that the committal coalitions in his vicinity the past year have een mostly second-hand, and that they lack the destrable quality of adhesiveness.

his own instrumentality, and I have no right to

—A widow occupying a large house in a fashionable quarter of London sent for a wealthy solicitor to make her will, by which she disposed of between \$50,000 and \$500,000. He proposed soon after, was decepted, and found himself the husband of a penniless adventures.

less adventurens. -The grasshoppers have begun an invasion of

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT APRIL.

25, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market ket Street ears, 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 Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chen-nut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 110 Market street,

will receive attention. TRAINS LEAVE DEPOT, VIZ.:- 8:00 A. M. Mail Train Strave Depot, viz.:

Storm A. M. Paoli Accommodatin, 10:30 A. M., 1:10 and 9:30 P. M. Fast Line 11:50 A. M. Frie Express 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 4:00 P. M. Lancaster Accommodation 5:30 P. M. Cincinnati Express 5:00 P. M. Cincinnati Express 5:00 P. M. Eric Mail and Pittsburg Express 10:45 P. M. Philadelphia Express, 12 Night. Erlc Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. Mail Train

Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116

Market street. Paoli Accommodat'n, 8-20 A. M., 3-40 and 7-20 P. M.

Erie Mail 9-35 A. M.
Fast Line 9-35 A. M.
Parkesburg Train 9-19 A. M.
Lancaster Train 12-30 P. M.
Erie Express 4-20 P. M.
Day Express 4-20 P. M.
Southern Exprass 6-40 P. M.
Harrisburg Accommodation 9-40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARK ET Street,
SANUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

1869. FOR NEW YORK.—THE CAMDEN

1869, and amboy and philadelphia 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. \$2:25 At 8 A. M., via Cam, and Jersey City Ex. Mail 3:90 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 D. B. H. R. 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 Delance. At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Edgewater, 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).

FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, 83. At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. 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-At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Tren-

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrestale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will rundally All others, Sundays avecated. daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD
LINES,

FROM RENSINGTON DEPOT.

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, Strondsburg, 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. Mauch Chunk, Allentown, Bethiehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and At 11 A. M. and 5 P. Intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

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, Ewansyllle, Vincentown, Birmingham, and Pemberton. At 7 A. M., 130 and 3 30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 10 WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD,—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND

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. 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton. At 145 P. M. (Express) for Bethlehom, Mauch

Chunk, Wilkesbarre, Pittston, and Scranton At 5 to 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 30

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 Lausdale at 7:30 A. M.

From Fort Washington at 10 45 A. M. and 3 10 ON SUNDAYS. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 4 P. M.
Bathlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

ELLIS CLARK, Agent. WEST JERSEY RAILROADS, SPRING AR RANGEMENT 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 P. M.
For Millville, Vincland, and intermediate stations, 8:00 A. M., 3:15 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

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 avenu WILLIAM J. SEWELL, Superintendent. RAILROAD LINES.

READING RAILROAD,—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, 1809.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION,

At 7:30 A. M. for Reading and all intermediate Stations and Alientown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-Hamsport, Elmira, Rochaster, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Chamfalo, Wilkesbarre, Pittston, York, Cartisle, Caambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylyania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT 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, Chembersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

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 8·95 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·46 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 excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 815 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. 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

pack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perklomen Valley connect the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading 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.

Returning Express train leaves Harrisburg on

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania 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 hetween Jersey City and Pittsburg with through between Jersey City and Pittsburg with-

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. M.

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 Harrisburg, and at 12:15 noon for Pinegrove

and Harrisburg, and at 12'15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3'80 P. M., and from Tremont at 7-40 A. M. and 5-35 P. M.

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

Excursion Tickets to Philadelphia, good for one tay only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. 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, Reading.

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 holders only, to all points at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished

with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth

and Callowhill streets.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets,

MALS

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.

FREIGHT TRAINS

Leave Philadelphia daily at 4-25 A. M., 12-45

Leave Philadelphia daily at 435 A. M., 1245 noon, 3 and 6 P. M., for Reading, Lebanon, Har-risburg, 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. 226 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD.

On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 2, 3 4, 3 34, 4, 4 35, 5 05, 5 4, 6, 6 5, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 5, 7, 7) \(\) 8, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 5 \) 5, 6, 6 \(\) 6, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3\(\) and 5\(\) 4 up trains will not stop on the Germantown Branch, ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and Leave Germantown at 8 15 A. M., 1, 3, 6, and 914

P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Chesnut Hill at 7-50 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

9:25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Polladelphia at 6, 715, 9, and 11 95 A. M., 116, 3, 416, 5, 515, 614, 8:05, 10:05, and 11 16 P. M. Leave Norristown at 5:40, 010, 7, 712, 9, and 11 A. M., 118, 3, 446, 614, 8, and 915 P. M. The 734 A. M. train from Norristown will not stop Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 214, 4, and 714

Leave Norristown at 7 A. M., 1, 514 and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 0, and 11 05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8 05, 10 05, and 11 ½ P. M.
Leave Manayunk at 6 10, 7, 7½, 8 10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8 20, and 10 ½ M.
The 5 P. M. train from Philadelphia will stop only
at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ Leave Manayunk at 71/6 A. M., 11/6, 0, and 91/6 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets,

SHIPPING.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST FAST FREIGHT LINE, EVERY THURSDAY,

The Steamships PROMETRIEUS, Capitalu Gray, J.
W. EVERMAN, Capitalu Vance,
WILL FORM A REGULAR WEEKLY LINE.
The steamship PROMETRIEUS will sail on
THURSDAY, May 13, at a F. M.
Through bills of lading given in connection with S.
C. R. R. to points in the South and Southwest.
Insurance at lowest rates, Raics of freight as low
as by any other route, Fer freight, apply to
E. A. SOUDER & CO.,
2 22 4f DOCH STREET WHARF,

ONLY DIRECT LINE TO FRANCE THE GENERAL TRANSATIANTIO BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as fol-

lows —
PEREIRE Duchosse Saturday, May 1
LAFAVETTE Bousseau Saturday, May 15
ST LAURENT Lemans Saturday, May 20
VILLE DE PARIS Surmount Saturday, June 12 PRICE OF PASSAGE

in gold (including wine),
TO BREST OR HAVEE,
\$140 Second Cabin.

No. 329 CHESNUT Street.

PHILADELPHIA, RICHMOND. PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST,
EVERY SATURDAY,
Atl noon, from FIRST WHARF above MARKET

Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroid, connecting at Portsmenth and to Lynchburg, Va. Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.

Steamships insured at the lowest rates. Freight received daily. ULLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
F. P. CROWELL & CO., Agents at Norfolk.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

Sailing Tuesdays, Thursdays, and Saturdays, REDUCTION OF RATES.

Spring rates, commencing March 15, Sailing Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 12 cents per 100 pounds, 4 cents per foot, or I cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf. JOHN F. OHL,

2 285 Pier 19 North Wharves, N. B. Extra rates on small packages iron, metals, etc.

FOR LIVERPOOL AND QUEENSTOWN, Inmau Line of Mail Steamors are appointed to sail as follows—
Only of London, Saturday, May 15, at 9 A. M.
City of Cork, via Halifax, Tuesday, May 18, at 11 A. M.
City of Antwerp, Saturday, May 25, at 9 A. M.
Etne, via Halifax, Tuesday, Jay 25, at 9 A. M.
Etne, via Halifax, Tuesday, Jay 25, at 9 A. M.
Etne, via Halifax, Tuesday, June 1, at 11 A. M.
And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SALLING EVERY SATURDAY.

From Pier 40, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
FIRST CABIN. 100 STEERAGE. 935
To London. 105 To London. 40
To Paris. 115 To Paris. 47
PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX. FIRST CABIN. Payable in Guid. Payable in Currency.

Liverpool. 880 Liverpool 230
Halifax. 15
St. John's, N. F. 45
by Branch Steamer. 45
by Branch Steamer. 45
Tassengers also forwarded to Haven, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons

, at reduced rates. ickets can be bought here at moderate rates by persons hing to send for their friends. For further information apply at the Company's Offices, JOHN G. DALE, Agent, No. 15, BROADWAY, N. Y. or to O'DONNELL & FAULK, Agent, 45 No. 411CHESNUT Street, Philadelphia.

NEW EXPRESS LINE TO
Alexandria, Georgetowa, and Washington, D.
C., via Chesapeake and D.daware Canal, with
connections at Alexandria from the most direct route for
Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the outhwest. Steamers leave regularly every Saturday at noon from the rst wharf above Market street.

Freight received daily. WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgotown; M
ELDRIDGE & CO., Agents at Alexandria. 615

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and Now York.
Steamers leave daily from first wharf below Market
street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms,
WILLIAM P. CLYDE & GO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
No. 119 WALL Street, New York.

NOTICE.—FOR NEW YORK,
via Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY,
DESPATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after
the 5th of March. For Freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
No. 132 South Wharves. BOOTS AND SHOES.

TO THE PUBLIC.—THE FINEST AND largest assortment of the latest styles of Boots, Galters, and Shoes for Men and Boys can be had at

No. 230 N. NINTH Street. ACRICULTURAL.

PHILADELPHIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawberry, Lawton Elackberry Plants; Hartford, Concord, and other Grape Vince. For saio by T. S. & C. F. FLETCHER, Delance, N. J. ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.
No. 26 NORTH WHARVES

No. 27 NORTH WATER STREET, 2 20)
NORTH G GATTELL ALEXANDER C. CATTELL. STEAM PASTE MANUFACTORY, No. 10 FETTER LANE. Paper box Makers, Book binders, Trunk-makers, Paper hangers, and all who use PASTE, will find this made by Stam, without hungs, more adhe-

far better and chesper than can be made in the

COTTON SAIL DUCK AND CANVAS. OF all numbers and brands, Tent, Awning, and Wagon-cover Duck.

Also, Paper Manufacturers' Drior Felts, from thirty inches to severty-six inches wide. Paulin, Belting, Sail Twine, etc.

No. 103 CHURCH Street. City Stores.

O R N E X C H A N G E

BAG MANUFACTURY.
JOHN T. BAILEY.
N. E. corner of MARKET and WATER Streets,
Philadelphia,
DEALERS IN BAGS AND BAGGING
Of every description, for
Grain, Fleur, Salt, Super-Phosphate of Lame, BoneDay, Etc.
Large and small GUNNY BAGS constantly on hand.
Also, WOOL SACKS.

WOODLANDS CEMETERY COMPANY.—
closted for the year 1869;
RLI K. PRICE. President.
William H. Moore,
Samnel S. Moore,
Gillies Dallett,
Edwin Groble,
Scorpelary and Trensurer, Edwin Groble,
Nocretary and Trensurer, Edwin Groble,
Scorpelary and Visitors to present tackets at the entrance
for admission to the Company, No. 2413 ABOH Street, or of any
the Managers.

AUDION SALES. M. THOMAS & SONS, NOS. 139 AND 141

On Tuesday, Wednesday, Thursday, and Friday After-On Tuesday, Wadhesday, Thursday, and Friday After Boons,
May II, 12. Ill, and II, valuable miscellaneous books, Pag
Iith editions, including line editions of Bulwes, Dickons,
Scott, and other eminent writers, Dorc's superbly illustrated works, less editions of Shakesbears, puola, oto,
Also, standard library books, theology, history, line arts,
gitt books, juveniles, etc.

8 54

Sale No. 1524 Locust Street

SUPERIOR FURNITHER, MIRRORCHANDRIJERS,
FUNE CARPETS, ETC. 1770.

On Phiday Morning.

14th instant, at 10 o'clock, at No. 1524 Locust street,
by catalogue, comprising walnut drawing-coun furniture,
gainet plant; walnut secretary bookses; walnut hall and
ching-room furniture; salehoards; Fronch plate mirrors;
china and glasswape inne carpets, mattings, and oileloths;
superior chember furniture; me hair matrowse; feather
beds, belisters, and pilows; damask curtains; handsoms
chardelers; lige cas clock, kitchen furniture, etc.

Met be examined on the morning of sale at sight
owhick.

ELEGANT FUENTY ORR. MANTEL AND PIER MIR-RORS, PIANO, ELEGANT GARPETS, CURTAINS, ETC. ETC.

ROLES, PLANO, SILEGANT GARPETS, CURTAINS, ETC. ETC.

On Monday Morning.

May 17, at 18 o'clock, at No. 1697 Mount Vernon atrest, by entalogue, the entire element furniture, comprising walnut parlor sait, green plast; clegant etapore, comtretable, gill because table, fine French plate mantel and pier nurrors; superior reservoed plane, made by Emerson, Beston; lace and rops curtains, clogant mantel ornaments, walnut hall furniture, superior valund dining and altting room furniture, elegant buffet sulchoard, extension table, secretary, beokesse, fine chank glass, and plated ware, elegant walnut chamber furniture, mirror door-wardrobes, handsome cottage sets, fine feather-heds, hair mattresses, bookers and pillows, blankets, bodding, rich velvet and Brussels carpets, hitchen furniture, refrigerater, atc.

FOR SALE LARGE AND VALUABLE THREE STORY STONE MILL AND SIX HOUSES AND FARM, IS ACKES, ALLEN'S LANE.

Three-quarters of a mile of Chesnut Hill and Mt. Airy station, on the Chesnut Hill Railroad, Twenty-Second ward. For further particulars apply in M. THOMAS & SONS, Auctionaers, M. THOMAS & SONS, Auctionaers, 5:13-5t.

Nos. 139 and 141 S. FOURTH Street.

DUNTING, DURBUROW & CO., AUCTIONDEERS, Nos. 232 and 234 MARKET Street, corner
of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, OIL-CLOTHS, CAN
TON MATTINGS, ETO.

May 14, at 11 o'clock, on four months' credit, about 200
pieces of ingrain, Venetian, list, hemp, cottage, and reg
carpetings, floor oil-cloths, mattings, etc.

B 8 ft

SPECIAL PEREMPTORY SALEOF 10,030 DOZEN
COTTON HOSIERY.
On Friday Merning.
May 14, at 10 o'clock, on four mouths' credit, being the
entire stock of hosiery of Mossic, Lorenze & Crofts, in
liquidation.
Also, 500 dozen Paris kid gloves.
Also, gents' furnishing goods, umbrellas, ties, suspenders, mandkerchiefs, hoop skirts, notions, etc.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, &c.,
ON MONDAY MORNING,
May 17, at 10 o'clock, on four months' credit. 5 11 5t
A LARGE SPECIAL SALE OF RIBBONS, MILLINERY
GOODS, ETC., BY ORDER OF MESSRS, KUTTER,
LUCKMEYER & CO.

SALE OF 1500 CASES BOOTS, SHOES, TRAVEL-LING BAGS, STRAW GOODS, ETC. On Tuesday Morning, May 18, at 10 o'clock, on four months' credit. 5 12 5t

LARGE SALE OF 60,000 ROLLS PAPER HANG-INGS.
On Wednesday,
May 10, will be peremptorily sold, on a credit of four months, by order of Messrs, Janew.y & Co., New York, 60,000 rolls Wall Paper and Borderings, of the latest styles.

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

Sale No. 1110 Chesnut Street.

PARLOR, CHAMBER, AND DINING-ROOM FURNITURE, CARPETS, LARGE FRENCH PLATE MANTEL. AND PIER GLASSES. PIANO FORTE, ORGAN, MUSICAL BOX, PLATED WARR, ETC.

On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold, a large assortment of superior household furniture, comprising the furniture of several families declining housekeeping, comprising velvel, Brussels, ingusin, and Venetian carpets; French plate mantel and pior mirrors; elegant walnut parlor suits, in plush and gram, and venetian carpets; French plate mantel and pior mirrors; elegant walnut perlor suits, in plush and reps; 12 elegant walnut chamber suits; walnut, oak, and painted cottage furniture; walnut and oak sideboards, bookcases, secretaries, office desks, verdrobes, spring and liair mattresses, walnut and oak diming room and cham-ber chairs china and japanned toilet sets, oil paintings, matting, til-eloth, china, glassware, silver-plated ware, cheyal glasses, etc.

heval glasses, etc. PIANO FORTE, — One superior resewood 7-octave ORGANS.—Two of Estay & Co.'s superior cabinet VERY FINE MUSICAL BOX.—One very superior BASKETS.—An invoice of French baskets, rattan chairs, flower stands, etc.
TRUNKS AND VALISES,—An invoice of trunks and SICKELS' BITTERS. At 12 o'clock, will be sold 30

MARTIN BROTHERS, AUCTIONEERS.— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor. Sale No. 1908 N. Fifth street.
SUPERIOR WALNUT HOUSEHOLD FURNITURE,
HANDSOME WALNUT BOOKCASE, FINE BRUSSELS AND INGRAIN CARPETS, KITCHEN FURNITURE, ETC.
On Friday Morning.
14th inst., at 10 o'clock, at No. 1008 N. Fifth street,
very superior household furniture.

Sale No. 529 Chesant street.

TO BOOT AND SHOE MANUFACTURERS.
BOOT AND SHOE MACHINERY. SUPERIOR SEW.
ING MACHINES, KNOX SOLE CUTTER, ETC.
On Friday Afternoon.
14th instant, at 2 colock, at the nuction rooms, No. 529
Cheanut street, the machinery of a boot and shoe manufacturer, including eight superior sewing machiness by Howe and Singer, splitting machine, Knox sole cutter, rollers, dies, lasts, cycletting machine, etc. etc. [585]

Sale No. 915 Locust street.
THE ENTIRE HOUSEHOLD FURNITURE, CAR-PETS, ETC.
On Saturday Morning.
May 15, at 10 o'clock, at No. 915 Locust street. [51236

Sale No. 639 Arch street.

VERY VALUABLE AND SUPERIOR FIRE PROOF SAFES, MADE BY LILLIE.

On Tuesday Morning.

18th inst., at 10 o'clock, at No. 639 Arch street, by catalogue, the entire balance of stock of very superior fire, burglar, and fire and burglar-proof safes of very desirable sizes, with the celebrated Monitor and Ducdecaron patent combination locks, made by the Lillie Safe and Iron Company. May be examined the day previous to sale.

SUPERIOR WALNUT AND HAIR CLOTH BARLOR FURNITURE, CHAMBER, DINING-ROOM, AND SITTING-ROOM, FURNITURE; HANDSOME BRUSSELS CARPETS, KITCHEN FURNITURE, ETC. ETC. 20th inst., at 10 o'clock, at No. 1626 N. Tenth atreet, y catalogue, the entire superior household furniure, etc. BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR-KET Street.

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street. SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Menday Morning, May 17, at 10 o'clock, including a large line of city-made

N. B.—Sale every Monday and Thursday, JAMES HUNT, AUCTIONEER, SOUTHwest corner of FIFTH and SOUTH Streets.
CARD.—Persons relinquishing housekeeping, storekeepers and others desirous of selling their goods at public sale, either at their own place or at the auction storewill find it greatly to their advantage to call on us. Our
personal attention will be given to all business intrusted
to us. Our charges are the most rensonable: we refer by
permission to hundreds for whom we have sold as to capability and responsibility.

Thy PANCOAST & LARGIE AUCTIONEERS

BY PANCOAST & LARGE, AUCTIONEERS, CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods solicited. BSCOTT'S ART GALLERT, No. 1020 CHESNUT

SALE OF AMERICAN AND FOREIGN PAINTINGS
On Thursday and Friday Evenings.
13th and 14th instant, at quarter before 8 o'clock, at
Scoot's Art Gallery, No. 1020 Chessus street, will be
sold, without reserve, a collection of American and
foreign paintings. Among some of the artists represented
are F. W. Levris, W. Sheridan Young, W. H. Woissman,
L. Julifard, Van Willis, A. Anderson, L. Winter, Flaherty, and others.
5 13 26

SPECIAL SALE OF BEST QUALITY TRIPLE SILVER
PLATED WARE.
On Friday Morning.
May 14, at 1015 o'clock, at Scott's Art Gallery, No. 1020
Chemut street, will be sold, without reserve, a full and general assortment of best quality triple Silver.
All goods warmsted as savered.

plated Ware.
All goods warranted as represented, or no sale.
AMARMO, BARDIGLIO, AND BOHEMIAN GLASS
Also, an invoice of the above goods.

5 18 26 K EENAN, SON & CO., AUCTIONEERS, NO. 112 N. FRONT Street. Had

DEAFNESS. EVERY INSTRUMENT THAT Declence and shill have invented to assist the hearing in every degree of desiness; also, Respirators; also, Oran-dall's Patent Crutches, anyerior to any others in use, at P. MADERIA'S, Ro. 113 S. TEAN Street, below