#### HAVRE-DE-GRACE.

Its Prosperity, History, and Surroundings. From Our Own Correspondent,

HAVRE-DE-GRACE, Md., May 22, 1869. -It is in the recollection of many whose heads have whitened with the hoar frosts of age, the intense feeling of greed occasioned by the near approach to the finishing stroke of the engineer on that important link of internal navigation, the "Susquehanna and Tide Water Canal," connecting Philadelphia and Baltimore with the vast hoards of wealth then lying inert and unproductive in the forests, mines, and prolific fields of Pennsylvania and Southern New York. In regard to the values of building lots in this ancient town, anterior to the projection of the canal, the chief and absorbing pursuits occupying the periodical attention of its sparse population, were fishing in spring-time and gaming in autumn. the interval filled up by knitting of the seine, the repair of their duck guns, and the remaining time spent or wasted in aquatic sports, the spinning of yavas, and interchange of friendly visits. Reversing the order of things, in the natural habits of the black bear, incubating during the season of the year when all other occupations are aroused to activity and vigorous effort, during the summer, the unique characteristics of its inhabitants were exhibited in one peculiar to seaboard life, the genuine philosophy of rest or

No cankering cares ploughed their corrugated lines upon their smooth and placid brows. Jolly hospitable, and kind, they were indifferent, whether "school was kept" or otherwise. Al though not inscribing upon the tablets of time and the hearts of their nation, an illustrious reputation and name, their homely domicils were those of no small degree of comfort, pleasure, and content.

Every place, however remote and obscure, has its reminiscences of incident, has a history This town has its legends of the past, its romance. England furnished its Jack Sheppard and Clifford. The vicinity of this town was the theatre of the exploits of the daring yet generous highwaymen, Hare and Hutton.

During the struggle of this country in 1812 with Great Britain, Havre-de-Grace challenged the chivalry of the world in the acts of its adopted citizen O'Neil, during the disastrous, and to us disgraceful, incursions of the execrable incendiary Cockburn on the shores of the Chesapeake Bay, and the attack by gun boats on this town, then a hamlet of a few houses. This gallant son of Erin, alone, confronted and maintained his position in the unequal combat, loading and firing his musket until knocked down and disarmed by the disembarked red coats, after which they plundered and burned the few time-stained shantles comprising the village: then electrified the old continents and cities of Europe with the astonishing intelligence of the capitulation and capture of "Havre-de-Grace," and a few days later the downfall of the fortified town of "Frenchtown," consisting of a tavern and one or two habitations of poverty, which had not even an O'Neil to elicit their pugnacity.

These glorious feats of the wooden walls of the Mistress of the Seas gave occasion to illuminations and rejoicings, on the part of our old querulous mamma, that she was not yet incapacitated by age to flog us for being so naughty as to question her prerogative in the enforcement of laws regulating "free trade and sallors" rights." It is manifest, therefore, that this now quiet and unostentations city occupies upon the page of thrilling incident no mean place. It will be borne in mind, also, that it was pertinaciously insisted upon as the most eligible our National Capitol. It has had also its historical panies and pecuniary ebullitions. It came to pass, as the wheels of time and fortune revolved, the placidity of its quaint denizens was destined to be excited and disturbed.

Cupidity, that great agitating element of our fallen nature, which has caused in our day a disregard and severance of the most ancient and sacred ties, domestic and fraternal, in quest of the golden placers of California and Australia, burst with resistless power upon the proprietorship of Havre-de-Grace, causing them to ignore all propriety and sense of justice in the estimation of values upon their building lots, charging fabulously extravagant prices-resulting in the discouragement of capital investments for business or residence. Speculation was rife, many suffered by the explosion of the evanescent bubble or became hopelessly bankrupt in attempting to carry the weight of its fictitious reputation as t he prospective centre of trade; it being, instead the distributing point for the commodities of the valley of the Susquehanna and its dependencies. The great mistake of such was in not comprehending that the relation and nature of all business is to seek the great absorbing metropolitan cities, attracting centripetally the elementary resources upon which their very existence de-

Those days of abnormal disturbance passed away with its victims. Then the original inhabitants, with those from other States easting their lots with them, engaged in legitimate avocations, and have pursued the even tenor of their way, despite discouragements, and have slowly but surely advanced, until thrift and modest prosperity are evinced in all the surroundings of persons and place. It is becoming almost imperceptibly a city of note and importance, especially as regards the interests of manufacture. A nucleus is formed around which is clustering manufactories, assuming proportions that give promise in the future of operations of such magnitude as not to be conjectured by the most sanguine and ardent.

The shipments have been and continue heavy. Its Merchant flouring mill demands the cereals of the surrounding fertile fields. The saw mills in and near it, on Swan creek, turn out millions of feet of lumber that reach our city via Chesapeake and Delaware Canal in barges, and by

ressels distributed throughout the districts ordering on the noble Chesapeake Bay and contiguous sounds of the Carolinas, and of that description of lumber from the white pine regions; while it is a notable fact that the enterprising proprietors of those mills are making heavy drafts on the yellow pine of Virginia and the Carolinas to keep their mills amply supplied with logs under all contingencies, which are towed on the rough bosom of the lower Chesapeake Bay in rafts the entire length of the bay, from Norfolk to the mills near Hayre-

We may well pause here and ask, can there be any enterprise, however difficult, to cause such energy and skill, supported by ample capital, to hesitate? It requires not the "ken" of the prophetic seer to predict the future of a place possessed of such advantages. Conveniently accessible by railroad, canals, and river; beautifully located on the "delta" formed at the gorge of the "bold Susquehanna," with an area of level surface sufficient for a city to rival Baltimore in extent; hills of great altitude, flanking one side and rear; the river and arm of Chesapeake Bay forming another side and front, with the

crescent-shaped mountains, with their green t and cultivated slopes forming the background; and in the distant perspective the grand granite formations outcropping and precipitous; and the busy, prosperous, and romantic Port Deposit picturesquely studding the abrupt face of the hills on the margin of the river-the whole, on approaching from the bay, presenting features eminently worthy the pencil of the most renowned artist, or the most accurate delineations of the photographic rays of the great king of day.

The lover of nature will drink inspiration at very step he takes in the diversified aspect presented, as he changes the standpoint of observation. The prospect indicated challenged the admiration and elicited exclamations of delight from an old shipmaster, as he surveyed the ovely seene from the deck of a steamer in the offling; instantly recognizing the resemblance to Rio de Janeiro. The most beautiful harbor in the world; the historical legends and traditions; its peculiar advantages as the termini of the great chain of intercommunication with the interior, accessibility, salubrity of climate; the riches of its waters contributing to the pleasures of the table; the attractive beauty of its noble harbor, all demonstrably true, are sufficiently fascinating. But should the "project" now entertained of uniting the lakes with the Chesapeake Bay (a splendld conception, and perfectly practicable) be prosecuted to a success, by extending the Pennsylvania Canal from Lock Haven to Cleveland or Erie, on the lake, what comprehension is equal to the computation of the value or extent of the trade that would seek an outlet at this point, or measure the glorious results to those identified with its welfare? This can only be, and should be, accomplished by the several corporations mentioned above acting as a unit and cooperating with each other in promoting this grand scheme; invoking also the countenance and aid of the Boards of Trade interested in its consummation. In such event, Havre-de-Grace would be as rapid in its growth as its pro-perity would be permanent. L. s. C.

## WASHINGTON OFFICIALS.

Their Grandeur and Unapproachability—What Don Platt Says of Them. Don Platt writes to the Cincinnati Commer vial his opinions of the character and manners of

Washington officials. He speaks in the follow-

ng strain:-AT THE STATE DEPARTMENT.

I have a vivid remembrance of a visit to the tate Department when I was younger and reener than I am now. I remember it was on Thursday, and a card was hung upon the door nob, warning the visitor that none but members f Congress, foreign ministers, and secretaries legation were admitted on Thursdays, I tried pass the messenger in the hall by assuming : prusque air, but his keen eyes and dignified bearing quite unperved and belittled me, and he urned me out doors with a manner that charmed while it maddened me. I went up the next day the messenger knew me, and with a sneer bade me go up stairs. There I found a man who could gain a position in society at any court in the world merely on his appearance. I felt hu-miliated in his presence. He observed me with great composure, and he knew in a minute that I was not a member of Congress nor a Secretary Legation, and he knew, therefore, that I was of no consequence. He turned me over to another man, who also put on scollops and treated mesomething like a convict. He looked me over, and then transferred me to another, spent two hours in that department, trying to de that ought not to have taken ten minutes.

AT THE TREASURY DEPARTMENT.

You are rather better treated here, merely beause nobody pays any attention to you. isk the cluster of messengers about the table in hall fronting the Secretary's office if Secretary is within. They say yes or no, as the case may be, and continue scribbling on scraps of paper. They give no further notice to you and the stranger is left in ignorance of what is proper for him to do. If you make further inquiry, you will probably be snapped off with a short word, or receive no answer whatever. It you produce a card, and ask to see the Secretary, one of the messengers will probably take the card in, but he will do it such a way as to make you wish he had done it. You will get along well enough with Boutwell, if you get to him, but I pity you if he has not the information you seek, and are referred to some clerk or subordinate. Then you will see where the laugh comes in. You will not only be required to give your name, residence, and the extent of your family, but you will be asked for what purpose you desire the information, and the business you follow. The humiliation you suffer before these autocrats is something beyond conception. You approach them with hat in hand, and remain anding in a respectful attitude until they are ready to talk to you. They will then look up at you disdainfully, frowning an inquiry as to your reason for troubling them. Ten chances to one you have not the courage, in such presence, to ell your business intelligently, and you are only oo glad to leave them when they have given on anything like an answer. As for transacting usiness with some of these young popin ays, it s not to be thought of. They have only to cast their eyes on you, and they can tell the texture of your cravat, the cost of your coat, the mateal of your pantaloons, and the maker of your hat. The more broadcloth you have on, and the larger the diamond in your shirt-front, the better will be your treatment. The same is true o every department here.

# HOAR.

Troubles in the Cabinet Brewing-The At-torney-General Censured. The N. Y. Herald's correspondent at Washington

A strong effort is being made to have the President lismiss Attorney-General Hoar from the Cabinet. He has rendered himself extremely unpopular with hose who have had business to transact with the Attorney-General's office, and especially obnoxious to Senators and members. "I will bet a champagne Attorney-General some, and especially obtained to Senators and members. "I will bet a champagn supper," said a Senator the other day, in the presence of a dozen gentlemen, "that you cannot find single Senator or member, not excluding the delegation from Massachusetts, who will spea well of this man Hoar." The company, whice was composed mostly of Congressmen, echoed "That's so" to this remark, and nobody too the bet. Hoar is eminently against the politicians, and he puts down in this category all the members of both houses of Congress. He was so insulting in his manner towards the Congressmen that a couple of members of the Cabinet who happened to hear about went to him and advised him to change his policy therwise he would make hosts of enemies for the administration. It appears, however, that been seed to adopt the advice, alleging that he desired the second seed to a second seed to be seed t take charge of the Attorney-General's office to please the politicians. The Congressmen say all sorts of hard things about him—as, for instance, that he is run by ex-Attorney-General Evarts—and they threa ten that if he is not removed before Congress meets a resolution of censure will be introduced upon him nd passed. Strange as it may appear, t oitter against him are the members from Massa-

## GOLDWIN SMITH.

A Sinp at the English Professor—A Side Thrust from a Foreign Source. From the Hartford Evening Post, May 20.

Has Goldwin Smith come to this country as an emissary from the British Government to be around our caung fires and weaken our hearts on the eve of battle? Now, just when Mr. Sumner has kindled a fire of righteons indignation in the minds of the people, Mr. Goldwin Smith, leaving his chair of history at Cornell University, proceeds to pour cold water on the enthusiasm, and endeavors to scare us out of our revenge. Mr. Smith, before an assembly of citizens at Ithaca, N. Y., last evening, replied to Mr. Sumner's arguments. He warned the American people against cherishing the hope of securing fredand or Canada or one of the British West India islands in payment of the Alabama claims. He declared that Mr. Sumner's speech was bitter and rancorous, and was only bringing us to grief in

England; and he repeated that stale old fib about the friendliness of the English Government towards this country during the war. In fact, Mr. Smith gave us a side thrust, which is very aggravating, coming from such a quarter. His speech, though apparently in a very moderate vein, was unbecoming to a professor of one of our colleges, and was perhaps a violation of the courtest extended to him when he violation of the courtesy extended to him when h was invited to a chair in an American university. Mr. Goldwin Smith's speech will, however, have very little effect, for we are now in a condition to wall just as patiently as England may desire for the set-tlement of this business. So long as we can see England contort and twist, and writhe and struggle under one speech from a single Senator we can grow fat on our own sense of importance, and leave Mr. Smith to grow poor on his speeches against war.

### MELANCHOLY SUICIDE.

A Man who Fought Bravely Dies Ignomini-

From the Lockport (N. Y.) papers, May 18.

On Monday last, James M. Seaver, Collector of the town of Hartland, Niagara county, committed suicide by shooting himself in the heart. Mr. Seaver was elected Collector in 1868, and last winter it was discovered that the tax-roll, flad-been tampered with, and Mr. Seaver was indicted for forgery. The unfortunate man made restitution as far as he was able to those who supposed they had been wronged by him, and in making restitution, a note of hand, purporting to be endorsed by his father, was used by him. Later the endorsement was promounced a forhim. Later the endorsement was pronounced a for gery, a circumstance which affected Mr. Seaver very much. Expecting his trial would take place this week, he took his life in the manner stated, protest ing his innocence to the last, as will be seen by the

ing his innocence to the last, as will be seen by the following letter written by him;—
Johnson's Creek, May 17, 1869.—To any and all whom it may concern:—To friends, if any there is left, I would give my kind regards from the bottom of my heart; to those who are persecuting me I forgive them. But there is this difference between them and me. Whilst they were at their homes perambulating the country with their patriotism oozing out at their finger ends. I was at the front doing my duty to my country and Government and eating out at their finger ends, I was at the front doing my duty to my country and Government and eating raw pork and hard bread. I have been placed in trying circumstances before in my life. I have been upon many a gory field of strife, where my fellow-men went down by the hundreds and thousands; my only son carried from Cold Harbor with his life's blood oozing out, and myself mained, scarred, and wounded on more than one battle-field; all this I could stand. But when men that I have been strong friends with, and they prethat I have been strong friends with, and they pre-tend to be friends to me, and then turn to be black-hearted traitors, it is more than I can stand, and especially after everything was all right to the last ent. I have this satisfaction of knowing that no body is wronged but myself, and I have concluded to quit. I have been advised to forsake my ball; but no. gentlemen, no, never! One thing more and I have done. I am not guilty of altering that roll, so help me God!

#### RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONBAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue, as follows:— Way Mail Train at 6:30 A. M. (Sundays excepted), for Ballimore at combine at all regular controls.

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

ton for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 '00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Marnolia Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Steumer'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, Perrywille, Havre-de-Grace, Perryman's, and Magnolia.

Perryman's, and Magnoli: engers for Fortress Monroe and Norfolk will take the 12.00 M. train.

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 700 P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and intermediate

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

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

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS.
Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Hadelphia 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 Fraight Train with Passenger Carattached

A Freight Train, with Passenger Car attached, will leave Philadelphia dally (except Sundays) at 1:00 P. M., running to Oxford Leave Port Deposit for Philadelphia (Sundays excepted) at 540 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 Junction with the M. and 4.30 P. M. trains for Baltimore Central Railroad.

tral Raliroad.

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.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P.M.

Leave Philadelphia for B. C. Junction and Intermediate points at 12:30 P. M. and 5:45 P. M.

Leave B. C. Junction for Philadelphia at 5:30 A. M. and 145 P. M.
Trains leaving West Chester at 7:40 A. M. will

stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7.25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by
the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 800 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A. M. and 4:45 P. M.

Leave B. C. Junction for Philadelphia at 6:00
A. M. WILLIAM C. WHEELER,
4:105 General Superintendent. General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains
on the Philadelphia and Eric Railroad will run as

WRSTWARD,

"Williamsport 8:16 A. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

"Williamsport 8:50 P. M.

"Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

Williamsport 6:30 P. M.

745 P. M. arrives at Lockhaven . 7.45 P. M.

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

"Williamsport . 12-20 A. M.

"Rrives at Philadelphia . 9-25 A. M.

ERIE EXPRESS leaves Erle . . . 6-25 P. M.

"Williamsport . 7-50 A. M.

"Williamsport . 7-50 A. M.

"Arrives at Philadelphia 4-10 P. M.

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

Baggage checked through.
ALFRED L. TYLER, General Superintendent, RAILROAD LINES.

DENNSYLVANIA CENTRAL [RAILROAD. SUMMER TIME, TAKING EFFECT APRIL The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market 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 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 depot. 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.

 Fast Line
 11.50 A. M.

 Erie Express
 11.50 A. M.

 Harrisburg Accommodation
 2.30 P. M.

 Lancaster Accommodation
 4.00 P. M.

 Parkesburg Train
 5.30 P. M.

Lancaster Accommodation . 400 P. M.
Parkesburg Train . 5:30 P. M.
Cincinnati Express . 8:00 P. M.
Erie Mail and Pittsburg Express . 10:45 P. M.
Philadelphia Express, 12 Night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

clock.
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 baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ .:-Cincinnati Express 3-10 A. M. Philadelphia Express 6-50 A. M. Paoli Accommodat'n, 8-20 A. M., 3-40 and 7-20 P. M. Fast Line 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. 4·20 P. M. 4·20 P. M. 6·40 P. M. Day Express
Southern Express
Harrisburg Accommodation
For further information apply to
JOHN F. VANLEER, Jr. Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL 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.

owner, unless taken by special contract. EDWARD H. WILLIAMS. General Superintendent, Altoona, Pa. 1869 -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW

YORK, AND WAY PLACES. FROM WALNUT STREET WHARF. At 5.30 A. M., via Camden and Amboy Accom \$2.25 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 20 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. R. R.
 At 8 and 10 A. M., 2, 3 30, and 4 30 P.M. for Trenton.
 At 6 30, 5, and 10 A. M., 1, 2, 3 30, 4 30, 6, and 11 30
 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
 At 6 30 and 10 A. M., 1, 3 30, 4 30, 6, and 11 30 P.

M. for Edgewater, Riverside, Riverton, Paimyra, and Fish House, and 2 P. M. for Riverton.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

PROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

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. or Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morriswille and Tullytown.
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 8 P. M. for Cornwell's, Torresdale, Holmesburg, Tacoxy, 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 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol, 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,

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owero, 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 Gan, Balvidara, Exceptions 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.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

PROM 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, Ewansyille, Vincentown, Birmingham, and Pemberton. At 7 A. M., 1:30 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. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT HEL, PITTSTON, TUNKHANNOCK, AND 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, and Scranton. At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

For Fort Washington at 10 45 A. M. and 11 30

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. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

WEST JERSEY RAILROADS,—SPRING AR HANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing THURSDAY, April 1, 1860.
TRAINS LEAVE AS FOLLOWS:—

For Cape May and stations below Millville, 3:15 For Millville, Vineland, and intermediate sta-tions, 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, noon. Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware
WILLIAM J. SEWELL,
Superintendent, RAILROAD LINES.

READING RAILEOAD.—GREAT TRUNK
LINE FROM PHILADEEPHIA 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 Dopot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At 7-30 A. M. for Reading and all intermediate
Stations and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15
P. M.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinogrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-20 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 for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambershare, Elmorrow, 15

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 640 P. M. READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:16 A. M. Returning, leaves Philadelphia at 5:15 P. M .: Acturning, leaves Finadosphia at \$15 P. M.; arrives in Reading at \$05 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at \$45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at \$05 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 7-16 A. M. and Harrisburg at 4-19 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 12:45 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 8-15 P. M. Leaves Philadelphia
for Reading at 8 A. M.; returning from Reading at

4-25 P. M. CHESTER VALLEY RAILROAD,

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
the various points in Perkiomen 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 1\*25 A. M., and 1\*50 and 10\*19
P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express

vania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on 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 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 0 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 1215 noon for Pinegrove and Tremont. Returning from Harrisburg at 3.80 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 Accommodative Trains, at reduced rates.

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

Superintendent, Reading.
COMMUTATION TICKETS. At 25 percent, 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.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 4.35 A. M., 12.45 noon, 3 and 6 P. 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 NORRISTOWN, RAILROAD.

On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 2, 314, 334, 4, 4-35, 5-05, 534, 6, 6) 6, 7, 8, 9, 10, 11, 12 M.

P. M.
Leave Germantown at 6, 7, 714, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 514, 6, 6, 5, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% 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 934

P.M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 534, 7, 9, and 11 P. M. Leave Chesnut Hill at 7 10, 8, 946, 11 40 A. M., 1'40, 8'40, 6'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Philadelphia at 9'15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and 9.25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHORIOGREM AND NORRISTOWN.
Leave Philadelphia at 6,716, 9, and 1105 A. M.,
114, 3, 446, 5, 516, 626, 805, 1005, and 1120 P. M.
Leave Norristown at 540, 64, 7, 734, 9, and 11 A.
M., 116, 3, 446, 644, 8, and 914 P. M.
The 734 A. M. train from Norristown will not stop
at 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., 21/4, 4, and 71/4 Leave Norristown at 7 A. M., 1, 514 and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11.95 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½
A. M., 2, 3½, 5, 6¾, 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 714 P. M.

Leave Manayunk at 734 A. M., 134, 6, and 934

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

P. M.

Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 189 AND 144

SALE OF REAL ESTATE, STOCKS, ETC. May 25, 1809, at 12 o'clock, noon, at the Exchange nclude — MOUNT VERNON, No. 2022 Modern Residence.
MOUNT VERNON, No. 1207 Genteel Dwelling.
SIXTH (North), No. 420 Valuable Residence.
OAK LANE, 8 nores Elegant Country Seat.
OLD YORK ROAD and OAK LANE Country Place.

8 acres.
PITTVILLE, Twenty second ward-Frams Dwelling and 2 acres.

COUNTY LINE ROAD—Country Place, 5 acres.
CHESNUT, N. E corner of Third—Five story Building.
ARCH, No. 2005—Modern Residence.
CLINTON Country, Penna.—1100 Acres of Land.
CHUECH, Nos. 219, 221, and 223—Valuable Stores.
NORTH, Nos. 519 and 521—Business Location.
ARCH, Nos. 519 and 515—Business Location.
ARCH, Nos. 518 and 515—Business Location.
DILLMYN, Nos. 425 and 48—Eleven Brick Dwellings.
RIGHTH, SEVENTH, and FITZWATER—Large Lot,
Circes Fronts.

bree Fronts.
SECOND (South), Nos. 232 and 234 Stores and Dwellings.
TURNER'S LANE, near Broad Large Lot, II acres.
SPRUCE, No. 1123 Modern Residence.
OHESNUT, Nos. 1700, 1702, 1704, and 1706 Eight Valu-

Residences.
IRD (North), No. 507.—Tavern and Dwelling,
NTH (North), No. 1518.—Modern Residence.
OAD and THOMPSON, S. W. corner—Elegant

TRNTH (North), No. 1518—Modern Residence.
BROAD and THOMPSON, S. W. corner—Elegant
Residence.
FILBIGRT, No. 1825—Brick Besidence.
FILBIGRT, No. 1825—Brick Dweiling.
LOMBARD, west of Twenty-third—Large Lot.
SOUTH, No. 510—Huniness Stand.
SECOND (North), No. 282—Stere and Dweiling.
TENTH (South), No. 123—Stere and Dweiling.
TENTH (South), No. 123—Stere and Dweiling.
SECOND (South), No. 1235—Elegant Residence.
BROAD (North), No. 1235—Elegant Residence.
SUMMIT, Cheenut Hill—Elegant Mansion.
YORK, west of Twenty third—Genteel Oottage.
SEVENTH (North), No. 1235—Genteel Dweiling.
VINE, No. 417—Genteel Dweiling.
TWELITH (North), No. 229—Modern Dweiling.
TWELITH (North), No. 229—Modern Dweiling.
TWELITH (North), No. 229—Modern Dweiling.
Full particulars of the above in handbills and entalogues.
BANK AND OTHER STOCKS.
110 shares Philadelphia National Bank.
16 shares Philadelphia National Bank.
16 shares Commercial National Bank.
16 shares Pennsylvania Insurance Company.
1 share Philadelphia Exchange.
20 shares Pennsylvania Insurance Company.
1 share Philadelphia Labrary Company.
20 shares Horticultural Hall.
100 shares American Buttonho e Machine.
2 shares Horticultural Hall.
100 shares American Buttonho e Machine.
2 shares Manufacturers National Bank.
100 shares American Buttonho e Machine.
2 shares Continental Hotel Company.
Pew No. 28, Hely Trinity Church.
100 shares Manufacturers National Bank.
100 shares American Buttonho e Machine.
2 shares Seventeenth and Nineteenth Streets Passenger Railway Company.
1 share Point Breeze Park.
200 Philadelphia and Baltimore Central Railroad.
100 shares Empire Transportation Company.
1 shares Empire Transportation Company.

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

Sale at No. 1110 Chesnut street.

LARGE STOCK OF NEW AND SECOND-HAND
HOUSEHOLD FURNITURE, PIANOS, CARPETS,
MANTEL AND PIER GLASSES, PAINTINGS,
CHINA, ETC.

CHINA, ETC.

On Tuesday Morning,
May 25, at 9 o'clock, at the auction store, No. 1110
Chesnut street, will be sold a large assortment of superior parlor, chamber, dining-room, and library furniture, office desks and tables, large and small mantel and pier glasses, SECOND HAND FURNITURE. Also, an assortment

Sale at No. 702 S. Seventeenth street.

HOUSEHOLD FURNITURE, CARPETS, PAINT-INGS, ETC.,
On Wednesday Morning.

At 10 o'clock, at No. 702 S. Seventeenth street, corner of Shippen street, will be sold the furniture of a family declining housekeeping, comprising Brussels, ingrain, and Vonetian carpets, nearly new; walnut parlor furniture, in hair cloth; oil paintings, in gilt frames; pier glass, chamber furniture, beds and mattresses, silver-plated ware, china and glassware, cutlery; parlor, chamber, and kitchen stoves, kitchen furniture, etc.

The furniture can be examined at 8 o'clock on the morning of sale.

Sale at No. 1108 Mount Vernon street,
HOUSEHOLD FURNITURE, WALNUT FRAME PIER
GLASS, BRUSSELS AND INGRAIN CATPETS,
DENTIST'S CHAIR, NEARLY NEW, CHINA, ETC.
On Wednesday Morning,
May 26, at 16 o'clock, at No. 1108 Mount Vernon street,
will be sold the household furniture, comprising walnut
parlor and chamber suits; cottage suit, nearly new, with
marble tops; cosk diming room furniture; hair mattresses;
feather beds and bedding; walnut secretary and bookcase; pier glass, china, etc.

DENTIST'S CHAIR—Also, one large dentist's chair, covered with green plush, nearly new.

The furniture can be examined at 8 o'clock on the morning of sale.

5243t LARGE STOCK OF GOLD AND WALNUT FRAMED FRENCH PLATE PIER AND MANTEL MIRRORS, GILT BOUQUET AND CONSOL TABLES, FINE OH, PAINTINGS, FRAMED CHROMOS AND RN-GRAVINGS.

On Thursday Morning, May 27, at 16 o'clock, at No. 929 Arch street, will be sold stock of Mr. George C. Renkauff, comprising an ling stock of air, teeding C. Reinkuni, comprising splendid large size French plate mantel and pier mirrors, in the newest styles of gilt and walnut frames; rich gilt bouquet and consol tables, and chamber glasses.

Also, his collection of clegant oil paintings by dis-tinguished Furopean and American artists, framed chromes and steel engravings, etc.

The goods are now open for exhibition.

524.3t

MARTIN BROTHERS, AUCTIONEERS. VI (Lately Salesmen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor.

Sale at No. 207 South Tenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
ELEGANT CHAMBER SUIT, FINE BRUSSELS
AND OTHER CARPETS, FINE OIL PAINTINGS,
ETC. ETC.

ETC. ETC.

On Tuesday morning.

May 25, at 10 o'clook, at No. 207 South Tenth street, by catalogue, the handsome walnut parlor furniture, suits of handsome oiled walnut chamber furniture; fine oil paintings, "St. Peter at the Cate of the Temple," Washington, Landscape, etc.; fine Brussels and other carpets, gas consuming stoves, etc.

May be examined early on morning of sale.

5 18 6t

Sale at No. 529 Chesnut street.

VERY SUPERIOR WALNUT HOUNSHOLD FURNITURE, FINE TONED ROSEWOOD PIANO-FORTE, FINE FRENCH PLATE MIRRORS, SUPERIOR FIRE-PROOF SAFES, MADE BY LILLLE, EVANS & WATSON, AND OTHERS; ELEGANT PLATE GLASS SHOWCASE, EXTENSION TABLES, DESKS AND OFFICE FURNITURE, SET SINCLE HARNESS, FINE CHROMOS AND ENGRAVINGS, REFRIGERATORS, WALNUT WARDROBE, MATTRESSES, BEDS AND BEDDING, CHANDELIER, CHINA AND GLASSWARE, CARPETS, PLATFORM SCALES, ETC.

On Wednesday Morning,

26th inst., at 10 o'clock, at the auction rooms, No. 529 Chesnut street, by catalogue, a very excellent assortment of superior second-hand furniture, and other goods.

Sale at No. 1705 Wallace street.

HANDSOME WALNUT FURNITURE, HANDSOME WILTON AND BRUSSELS, CARPETS, ETC.

On Thursday morning,

27th inst., at 10 o'clock at No. 1705 Wallace street, by catalogue, the entire Household Furniture, handsome walnut and hair-cloth parior furniture, oak dining-room furniture, handsome walnut chamber furnitures fine hair mattresses, feather beds, handsome Wilton and Brussels carpets, handsome scoretary and bookcase, large library table, chins and glassware, kitchen furniture, etc. etc.

May be examined on morning of sale.

5 18 8t

BUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC., On Monday Morning, May 24, at 10 o'clock, on four months' credit. 5 18 5t SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Thesday Morning.

May 25, at 10 o'clock, on four months' credit. 5 19 5t.

LARGE SALE OF BRITISH, FRENCH, GRRMAN, AND DOMESTIC DRY GOODS. On Thursday Morning. May 27, at 10 o'clock, on 4 months' credit. [5 21 58 LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL-CLOTHS, ETC.
On Friday Morning,
May 28, at 11 o'clock, on four months' credit, 200 pieces
of ingrain. Venetian, list, hemp, oottage, and rag carpetings, 1000 rolls mattings, oil-cloths, etc.

5 23 at

BSCOTT'S ART GALLERT, No. 1020 CHESNUT

SPECIAL SALE OF CARPETINGS, OIL CLOTHS, WINDOW SHADES, 1970.
On Tuceday Morning,
25th instant, at 10% o'clock, at Scott's Art Gallery, No. 10:20 Chesnut street, will be sold, the entire stock of a firm declining business, comprising tapestry, Brussels, ingrain, three-ply, and Venorian curpots; oil cloths; window shades, etc., in lots to suit purchasers.

Sale without reserve.

5 21 32

BY LIPPINCOTT, SON & CO., AUCTION-

On Wednesday Morning.

May 26, at 15 o'cleck, on four months' credit.

LARGE POSPTIVE SALE OF WHITE AND LINEN GOODS, HOSIERV GOODS KID GLOVES, MILLINERY GOODS, PARIS FANCY GOODS AND NOTIONS HOOP SKHUTS, CORSETS, ETC. ALSO 350 PIECES OH, SILE. LARGE SPECIAL SALE OF STRAW GOODS, Including about 300 cases ladies', misses', and children's year, in the most fashionable styles. 52436 C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHORS, BROGANS, ETC. ETC. On Thursday Morning, May 27, at 10 o'clock, including a large line of city-made N. B.—Sale every Monday and Thursday. [5 34 3t KEENAN, SON & CO., AUCTIONEERS, NO. 112 N. FRONT Street.