in the prison of the Temple the orphan daughof Louis XVI and Marie Antoinette was ab itely alone. She was scarcely sixteen years lage, but she strove to bear the unprecedented ery of her position with resignation, though the ments of suspense to which she was subjected fied her powers of slience when upon some w and far between occasions the municipal athorities of the prison entered her cell on a

icf visit of inspection.
"Tell me of my mother," she would then imlore, in tones of agony. "Tell me of my nother! Tell me of my aunt! It is frightful," be at last one day exclaimed, "thus to be arted from my mother for just a year, and from aunt for many weeks, without knowing ere they are, or what has become of them." You are not ill?" asked one of the officials.

'No. sir," she answered, "I am not ill, except m sorrow; but the most cruel sickness is that

"Hope," said he, "hope in the goodness and justice of the French." What a hope at that time for this princess, ho knew that her father had fallen a victim to seh goodness and justice; and who knew also hat under the same prison roof with her, though far removed as if seas and mountains sepa-ted them, was still her brother, he being marred by slow degrees, and a solitary captive ke herself. Through her barred windows bserved the days grow shorter and shorter, ntil at last, by counting them, she knew that birthday had come round again. e depth of winter, and alone in the remembered the brightness of her birthplace, the glories of Versailies in her childhood; she remembered beloved and sunlit countenances ere; she had no face in prison to smile upon but she remembered also how her father

er faith in adversity. To this faith she clung, whilst, she being still prisoner and alone, the months continued to oll round and round to her most drearlly, until again her birthday came, and she knew that she was seventeen years of age.

But that was the day of her deliverance from

ad bade her, at her first communion, hold fast

the prison of the Temple. She was to be sent forthwith beyond the frontiers of France, and then (in an exchange of prisoners) to Vienna, there to claim a shelter from strangers, for such ersonally were her maternal kinsfolk to her. Yes, after nineteen months of absolute isolation from her fellow-creatures, she was to be set at liberty. But what charm had liberty now to For, alas! it had been told to her at last hat all those who had made life most dear to her were dead. Her father, her mother, her aunt, her brother; and as yet it was scarcely sible for her to certify whether the first playmate of her childhood, the Duc d'Angouleme, still survived. She was a child when she entered her prison; she was a woman, and a sor-rowing woman, when she left it. Ere crossing its threshold, however, she turned to one of the four dreary walls of the cell, where, so long unseen by human eye, she had suffered torments, and upon it she wrote, "Oh, my God! Forgive those who caused the death of my parents."

L'non the 9th day of January, 1796, Madame

Upon the 9th day of January, 1796, Madame Royale arrived at the Imperial Palace of Vienna. She was clothed in deepest mourning, and when, after some weeks of seclusion, she appeared in the midst of the Court as a member of the Imperial family of Austria, it was as though a pale vision of what her mother was in girlhood had risen up near the throne. To Madame Royale herself, her new abode was with recollections of that mother. replete r traditions of the early youth of Marie Antol-

nette before her marriage still lingered there. There, too, the grandmother and namesake of

Madame Royale had reigned supreme, and although sixteen years had elapsed since the death of that great Empress, Vienna was still rich in memories of Maria Theresa. Francis II (son of the late Emperor Leopold) reigned over Austria when the orphan daughter Marie Antoinette arrived. She had inherited legacy from her aunt, the Duchesse de Saxe leschen, which, now restored to her, prevented er being in a state of absolute dependence on er maternal kinsfolk. A household was formed or her on the same footing as that of an Arch nchess of Austria, and in time it was reported that the Emperor and Empress desired to wed her to her cousin, the Archduke Charles. But whatever pangs of regret the refusal caused her, the an princess resolutely declined to acquiesce in this proposal, for she knew now that the Duc d'Angouleme was still alive, and she remembered that, by the express wish of her martyred parents, she was betrothed to him. Personally he ad become a stranger to her, and many years of sorrow had clapsed since he had been her play-mate at the little Trianon. A prison, a scaffold, a sea of blood had risen and surged up between his her present time at Vlenna and that far-off ime of her childhood at Versailles; and vet. hough the princely Archduke Charles stood efore her to woo and to win her if he could, she toked back through her tears to the past, and esolved to be faithful to the promise that her parents had made for her. And thus it came to ass that when, after rather more than three ears' residence at Vienna, her uncle, the exiled XVIII (elder of the two brothers of Louis XVI) summoned her to Mittau, in Courland, there to meet the Duc d'Angoueme as his intended bride, she was prepared o obey. But it is said that she shuddered sibly when at last she entered the ancient palace of Mittau. Was it of a prison that its loomy aspect reminded her? Be that as it may, he wept (some of her attendants declared) wept when entering her own apartments in that ace, as though from a hopeless sense of dread hislity. The recollections, however, of Madame Royale were more than enough at that moment omake her weep without imputing to her the idea that from henceforth her own personal hopes as a woman were blighted; for the sight of tr uncle, Louis XVIII, the king without a king could not but recall to her, the Orphan of the Temple, how it was by the martyrdom of own father, and by the murder of her own tother, that he was King of France at all, even lough only in name and by right of succession. She could not behold the Abbe Edgeworth—

her on the eve of his execution. And, when the Duc d'Angouleme at length beeld his future bride at Mittau, he too had memotes more than sufficient to impart an air of so-emnity to their meeting after so many years parting. For Madame Royale resembled her wither, Queen Marie Antoinette, in face, and orm, and dignified grace of manner, albeit all be vivacity of youth had been crushed out of by the misfortunes of that mother, one of ose great charms, at the time when the Duc Angouleme could best remember her, lay in ant animation.

he was then at Mittau too-without remem-

ing how his face, upturned towards Heaven, been stained with the blood of her own

er on the scaffold; whilst he there exhorted

King, as the son of St. Louis, to ascend to She could not look on Clery, for he at

at time was also at Mittau, without remember-

ig how, as the faithful servant of his royal

t that dread farewell in the Temple when she

ster to the last, he was in some sort present

rself had fainted as one dead at the feet of her

gaven.

The Duc d'Angouleme, however, though a baye prince, had himself contracted somewhat accetic tastes during his long exile; and the sciousness which, resulting from early sorrow, characterized the beauty of Madame Royale, was in harmony with his disposition.

In the month of June, 1799, they were mar-fied, in presence of their uncle, Louis XVIII, the childless and exiled King of France, and in Resence too of French proscribed royalists, the flocked from all parts of Europe to witness be ceremony, by which it was hoped that future rations of French kings would be continued. Were my crown a crown of roses, I would give to you, said Louis XVIII to the bride and egroom; "but it is a crown of thorns," he added, "and so I keep it." Upon that summer's day, when Madame Royale and Day d'Angouleme stood side by

bride and bridegroom, before the mar-1 bride and bridegroom, before the mar-riage altar, erected in one of the vast galleries of the castle of former and feudal Dukes of Courland, the long-suffering hearts of French-men who had fought and bled for the cause of the Crown of France were animated by joy. The altar was profusely decked with flowers, and conspicuous amongst them was the white lily, the Bourbon emblem of France, which gleamed forth from a background of laurels, The Cardinal de Montmorency, formerly Grand Almoner of France, pronounced the nuptial benediction, but the Abbe Edgeworth, whose voice was the last to console the martyred father of the bride, was present there to pray for her

A long life still lay before the daughter of Marie Antoinette. Traditions of her virtues still linger in England, especially in the neighborhood of Hartwell, where she was located during the earlier part of this century. Those who most admired her virtues regretted that she never had a child to perpetuate them. Some few our own contemporaries can remember the Orphan of the Temple after her restoration to France in 1814; and not a few there are of them who were personal witnesses of her noble con-duct under various vicksitudes, when, the revo-lution of 1830 having caused her father-in-law to abdicate, she found herself again an exile, and, in course of time, a widow also. It was not until the year 1851 that she died, at Frohsdorf where her husband's nephew, the Count de hambord, still resides), and numerous, thereore, are those who, having known her in the latest years of her life, retain their own vivid

	LUMBER.	
1869	SPRUCE JOIST. SPRUCE JOIST. HEMLOOK.	1869
1869 s	SEASONED CLEAR PINE, SEASONED GLEAR PINE, CHOICE PATTERN PINE, PANISH CEDAR, FOR PATTERNS RED CEDAR,	1869
1869	CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.	1869
1869	WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS, WALNUT PLANK.	1869

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

1869 _s	CIGAR BOX MAKERS' CIGAR BOX MAKERS' PANISH CEDAR BOX BOARDS, FOR SALE LOW.	1869
1869	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1869
1869	CEDAR SHINGLES. OYPRESS SHINGLES. MAULE, BROTHER No. 2500 SOUTH	1869 4 CO., H Street.

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WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 14 and
4 SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
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3 25 6m FIFTEENTH and STILES Streets

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Screw Cutting, and all other work connected with the
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THE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EXPIRESS COMPARA Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its
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in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P.
MADEIRA'S, No. 115 a.S. TENTH Street, below RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

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

MORNING EXPRESS.

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

The 7-30 A. M. train connects at READING with East Pennsylvania Ralifrond 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 Ralifrond trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schwickfill and Sugurahanna

land Valley, and Schuyikfil and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Colum-ble etc.

bia, etc.
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.25 A. M., stopping at intarmediate 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 Practice at 7.50 A. M. stopping at all

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. A. M.
Returning, leaves Philadelphia at 5-15 P. M.;
arrives in Reading at 8-05 P. M.
Trains for Philadelphia leave Harrisburg at 8-10
A. M., and Pottsville at 8-45 A. M., arriving in
Philadelphia at 1 P. M. Afternoon trains leave
Harrisburg at 8-05 P. M., and Pottsville at 2-45 P.
M. arrisburg at Philadelphia at 2-25 P. M.

M., arriving at Philadelphia at 6-45 P. M. Harrisburg Accommodation leaves Reading at 7-15 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 ex-Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 8-15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in 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 1:05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of 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 12-20 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 Tersay (life and Pittsburg with through between Jersey City and Pittsburg withut 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.

SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 645 and 11:30 A. M.,
and 6:40 P. M., returning from Tamaqua at 8:25 A,
M., and 2:15 and 4:35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7:55 A. M. for Pinegrove
and Harrisburg, and at 12:15 noon for Pinegrove
and Tremont. Returning from Harrisburg at 3:30
P. M., and from Tremont at 7:40 A. M. and 5:35
P. M.
TICKETS. TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General

Superintendent, 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 hold-

ers only, to all points at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MALS

Close at the Philadelphia Fost 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, 374, 4, 4 35, 5 05, 5 4, 6, 6, 7, 8, 9, 10, 11, 12 NI. P. M.
Leave Germantown at 6, 7, 714, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 334 and 534 up trains will not stop on the Germantown Branch.
ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% Leave Germantown at 8:15 A. M., 1, 3, 6, and 92 P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 6%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 6:40, 6:40, 8:40, and 10:40 P. M.

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.

Leave Philadelphia at 6, 71, 6, 9, and 11 to 5 A. M., 114, 3, 414, 5, 514, 69, 10 to 5, and 11 to 5 A. M., Leave Norristown at 5 to 6, 6, 7, 74, 9, and 11 A. M., 114, 3, 414, 5, 514, 8, and 914, 7, 74, 9, and 11 A. M., 114, 3, 414, 514, 8, and 914, P. M.

The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. Isne.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 21/2, 4, and 71/4

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

FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11.06 A. M.,
136, 3, 436, 5, 5%, 66, 8.05, 10.05, and 11.56 P. M.
Leave Manayunk at 6.10, 7, 7%, 8.10, 814, and 11.46
A. M., 2, 336, 5, 6%, 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., 236, 4, and 7% P. M.
Leave Manayunk at 716 A. M., 114, 8, and 9%
P. M.
W. S. WILSON, General Superintendent. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street, and Washington avenue, as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-

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

ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11-30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlew, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monros and Norfolk will Passengers for Fortress atonros 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 7:00 P. M. The 5:00 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, 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-Frace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Glay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS,
Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays
excepted) at 7-90 A. M. and 4-30 P. M.
The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached,
will leave Philadelphia daily (except Sundays) at A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 420 P. M., Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect at Lamokin Junction with the M. and 4.20 P. M. trains for Baltimore Central Railroad.

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.

Company. NORTH PENNSYLVANIA RAILROAD.

FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SCRANTON. H. F. KENNEY, Superintendent.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays At 7:45 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-hannock. At 945 A. M. (Express) for Bethlehem, Easton, Mentown, Mauch Chank, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Mauch hunk, Wilkesbarre, Pittston, Scranton, and Haeten. 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 Fort Washington at 6-45 and 10-45 A. M., and

For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA m Bethlehem at 9 00 A. M., 2 10, 4 45, and 8 25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10:35 A. M., and From Ablington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Fhiladelphia for Poylestown at 2 P. M.
For Alangton at 7 F. M.
Inviertown for Philadelphia at 6:30 A. M.

Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Jann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent. ENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.
The trains of the Pennsylvania Central Railroad leave the Depot, 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 Chesaut 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, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:- 8 00 A. M. Mail Train 8.90 A. M.
Pacti Accommodat'n, 10:30 A. M., 1:10 and 9:30 P. M.
Fast Line 11:50 A. M.
Eric Express 11:50 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:39 P. M.
Cincinnati Express 8:00 P. M.
Eric Mail and Pittsburg Express 10:45 P. M.
Philadelphia Express, 12 night.
Eric Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sanday night passengers will leave Philadelphia at 12 o'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 a P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincipnati Express. 8-10 A. M.,
Philadelphia Express 8-20 A. M., 3-30 and 7-20 P. M.,
Priol Machine St. 10-20 P. M.,
Priol Machine Mach Philadelphia Express
Paoli Accommodatin, 820 A. M., 340 and 720 P. M.
Eric Mail.
Past Line
Parkesburg Irain

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, Vineland, and intermediate sta-tions, 8:00 A. M., 8:15 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.
Walnut street, daily.
Freight delivered No. 228 South Delaware
WILLIAM J. SEWELL,
Superintendent. Superintendent.

RAILROAD LINES.

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

PROM WALNUT STREET WHARF.

At 6-30 A. M., via Camden and Amboy Accom. 82-25
At S.A. M., via Cam, and Jersoy City Ex. Mail 3-90
At 2 P. M., via Camden and Amboy Express... 3-90
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M. and 2-90 P. M. for Freehold.
At 2 P. M. for Long Branch and points on R. and
D. B. H. R.

At 8 and 19 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 M. for Bordentown, Florence, Burlington, Beverly, and Delanes.
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 verly, and Delanco. Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 5:30 and 5 P. M. for Trenten and Bristol. And at 10:15 A. M. and 5 P. M. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-At 7:30 and 10 A. M., and 2:30, 5, and 5 P. M. for Roytis-ville and Tullytown.

At 7:30 and 10:15 A. M., and 2:30, 5, and 5 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, Tacosy, Wissineming, Bridesburg, and Frankford, and at 8 P. M. for Holmasburg and intermediate stations.

M, for Holmesburg and intermediate stations FROM WEST PHILADELPHIA DEPOT, At 9.39 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,
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, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and Intermediate Stations.

Intermediate Stations. CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-ROADS. ROADS.
FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1. and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. 1110 WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA BAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and OHESNUT 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., 155 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 1 45 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 cay will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take

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 Wainut street cars. Those of the Market street line run within one square. The or both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8.00 A.
M. and 2.30 P. M. Leave Philadelphia for B. C. Junction at 7-15 P. M.
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.
LLIAM C. WHEELER,
4:10\$ WIGeneral Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, D THE GREAT OIL REGION OF PENNSYL

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

follows:-WESTWARD,

MAIL TRAIN leaves Philadelphia. 10.48 P. M.

"Williamsport 8:15 A. M.

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

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

"Williamsport . 8:50 P. M.

"arrives at Erie . 10:00 A. M.

ELMIRA MAIL leaves Philadelphia . 8:00 A. M.

"Williamsport . 6:30 P. M.

arrives at Lockhaven . 7:45 P. M.

EASTWARD.

EASTWARD. MAIL TRAIN leaves Erie . . . 11-16 A. M.

"Williamsport . 12-20 A. M.

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

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

"Williamsport . 7-50 A. M.

arrives at Philadelphia 4-10 P. M.

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

Baggage checked through.

ALFRED L. TYLER,

1 1 General Superintendent.

ROOFING.

R E A D Y R O O F I N G.— STEEP OR FLAT ROOFS

STREP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S
ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon,
the best and cheapest in the market.
W. A. WELTON,
No. 711 N. NINTH Street, above Coates, and
2175

TO OWNERS, ARCHITECTS, BUILDERS kind, eld or new. At No. 543 N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. Ne paper, gravel, or heat Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.

JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported
ASPHALTIC ROOFING FELT
In quantities to suit. This roofing was used to cover the

MERCHANT & CO., Nos. 517 and 519 MINOR Street. ROOFING.—LITTLE & CO., "THE LIVE ROOFING.—LITTLE & CO., "THE LIVE description of Old and Leaky Roofs made right and warranted to keep in repair for five years. Old Tim Roofs made equal to new. A trial only required to insure satisfaction. Orders promptly attended to. 388mm OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten paare.

8 156m HAMILTON & OODSFER.
No. 65 S. TENTH Street.

ARZELERE & BUCHEY, Custom House Brokers and Notaries Public, No. 405 LIBRARY STREET. ALL CUSTOM HOUSE BUSINESS TRANSACTED.

PASSPORTS PROCURED.

AUD FION SALES. M. THOMAS & SONS, NOS. 139 AND 141

NOTICE. SALE OF FINE WINES, RFC. Catalogues of Mr. Grate' Private Stock of Pine Wines, etc., to be seld on Saturday, June 5, at 12 o'clock, are now ready. PRIVATE STOCK OF FINE WINES AND LIQUORS. June 6, at 12 o'clock, noon, at the auction store, the private stock of Robert H. Grats, Esq., comprising fine old Maderia, Shorry, Port, Catawha, Ontalonia, Hock, Santerne, Rom, Whisky, etc.

Sumples ready one hour previous to the sale. [812]

Exact of Edwin A, Stevens, Eag., deceased, 155 very desirable lots Canden, N. J.

June 7, 1809, at 13 o'clock, near, precisely, will be sold at public sale, at the Philadelphia Exchange, all those 155 desirable lots in the city of Canden, N. J., situate between Mickle and Hamilton, Second and West streets, late the property of Edwin A. Stovens, Eag., deceased.

For full particulars see plan, which may be had at the auction rooms.

Sale will commence at 12 o'clock precisely.

63 25

EXECUTORS SPECIAL ADJOURNED SALE

SALE OF REAL ESTATE AND STOCKS.

VALNUT, No. 197—Riegant Brown Stone Readence, by 125 feet, has all the conveniences.

EIGHTH (North), No. 123—Modern Residence.

FRANKLIN, above Race—Valuable Lee, 175 by 142 feet.

NORLE, Nos. 518 and 520—Genteel Dwellings.

SPRUCE, No. 1917—Riegant Residence.

MARKET, No. 525—Valuable Store.

FILBERT, No. 1115—Tavorn and Dwelling.

EIGHTH and WILLOW, N. W. corner—Large and aluable Let.

aluable Let.
MARSHALL, No. 223—Genteel Dwelling.
NINTH (South), No. 225—Modern Residence.
EIGHTH (North), No. 703—Modern Residence.
TWELFTH (North), No. 622—Modern Residence.
SICVENTH (North), No. 135—Store and Dwelling.
CALLOWHILL, Nos. 1518 and 1520—Stores and Dwell MANAYUNK 30 Acres, Country Seat, Building Lots, BROAD and BUTTONWOOD N. E. corner, large Lot

nd Buildings.
BUTTONWOOD, No. 730—Modern Residence,
SOUTH, Nos. 1626 and 1625—Stores and Dwellings.
PALMER and IRELAND—Lot, Eighteenth ward.
SINTH and SPRING GARDEN,N. W. corner—Modern Iosidence.
SIGVENTH (North), No. 708—Medern Brick Residence.
STOCKS.
S shares Continental Hotel Co.
\$2,000 Oil Creek and Allegheny River 736 per cent.
121 shares Second and Third Streets Passengor Raif-

121 Shares Second Say Congress of the Salem Coal Story Co.

83000 Catawissa Railroad 7 per cent, 1st mortgage.

100 shares I a Plata Silver Mining Co.

100 shares Spanish Gold and Silver Mining Co.

100 shares Railroad Co.

100 shares La Crosse City Gas Light and Coke Co.

83000 Mortgage Loan, 7 per cent, of the Salem Coal

Company. MARTIN BROTHERS, AUCTIONEERS. No. 529 OHESNUT Street, rear entrance from Minor.

Executors' Sale, N.E. corner of Thirteenth and Spring
SURPLUS HOUSEHOLD FURNITURE, FINE
FRENCH PLATE MANTEL AND PIER MIRRORS,
SCHERR PIANO, FARREL & HERRING FIRE
PROOF, WALNUT BOOKCASE, BRUSSELS AND
OTHER CARPETS, MATTRESSES AND BEDDING,
CUT GLASS, ETC. CUT GLASS, ETC.
On Saturday Morning,
June 5, at 10 o'clock, at the N. E. corner of Thirteenth
and Spring Garden streets, the surplus household for-

Important Sale, No. 5:28 Chesnut street.
ELEGANT WALNUT FURNITURE.
On Monday Morning.
7th instant, at 10 o'clock, at the auction rooms, by catalogue, very elegant farniture, including suits of elegant drawing-room, parke, and library furniture, covered in finaplush, reps. terries, and hair-cloth; suits walnut chambes furniture, handsomely carved, finished in oil and varnish elegant wardrobes to match; handsomaly carved centre and bouquet tables; elegant etagores; handsome walnut and oak sidoboards; handsomely carved walnut hat and umbrella stands; socretary; bookcase; oiled walnut dining-room chairs, etc. room chairs, etc.

The furniture was manufactured for the best city sales, finished in the best and most substantial manner, and sold only on account of the manufacturer declining the manufacturer declining 633t

Sale N. E. couser Fourth and South streets.

STOCK AND FIXTURES, COUNTERS, AND SHOW-CASES OF A DRUG STORE.

On Tuesday Morning.

Sth instant, at 10 o'clock, at the N. E. corner Fourth and South streets, the stock and fixtures, including counters, marble tops: showcases, shelving, cases, drawers, show bottles, stock of fine drugs, etc.

6344

BUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS.

June 7, at 10 o'clock, on four months' credit.

615t

Also,
200 cartons St. Etienne and Basle ribbons.
100 elegant quality dress silks.
Special sale of real and Llama lace goods. SALE OF 1506 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Morning,
June 8, at 10 o'clock, on four months' credit. 6254

LARGE SALE OF BRITISH, PRENCH, GERMAN, AND DOMESTIC DRY GOODS,
On Thursday Morning,
June 10, at 10 o'clock, on four months' credit. 6 4 5t C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC, ETC, On Monday Morning, June 7, at 10 o'clock, including a large line of city-made

Roods, N. B.—Sale every Monday and Thursday, [633k BSCOTT'S ART GALLERT, No. 1026 CHESNUT

LARGE SPECIAL SALE OF WHITE IRON STONE.

WARE.

The attention of Hotel Proprietors, Housekeepers, and others is called to a Large Sale of Imported White Iron Stoneware, from one of the best English Manufactories, to be sold at Scott's Art Gallery, No. 10-20 Chesnut street,

On Tuesday Morning,

June 8, at 10-5 o'clock, in lots to suit, consisting in part of Tas Sets. Toilet Sets, Dinner Sets, etc., the whole comprising a general assortment suitable for Hotels and Private Families.

EXTRA QUALITY TRIPLE SILVER PLATED

WARE.

Also, a full and general assortment of extra quality triple silver-plated ware, warranted as represented or no sale.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St JAMES HUNT, AUCTIONEER, S. W. COR-ner FIFTH and SOUTH Streets.
REGULAR SALFS at the Auction Store, every SAT-URDAY Morning, of Household Furniture, Housekeep-ing Articles, etc., received from families quitting house-keeping.

BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR. KEENAN, SON & CO., AUCTIONEERS, NO

FIRE AND BURGLAR PROOF SAFE C. L. M A I S E R,
MANUFACTURES OF
FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

No. 434 RACE Street. SEVERE TEST

OF MAISER'S FIRE-PROOF SAFES, At the Great Fire and entire destruction of the

GREAT TRIUMPH

MAMMOTH SKATING RINK, TWENTY-FIRST AND RACE STREETS. The MAISER SAFE used by Mr. Proskauer, the Caterer, at the great Odd Fellows' Ball, was taken from the ruins the day after the fire, and opened on the ground, before an immense crowd of spectators. Notwithstanding that it had been at a white heat for a long time, the contents were found to be wholly unturned.

The hero has returned to his companions at MAISER'S SAFE STORE.

No. 434 RACE Street,

Where he can be examined. 53 mwflm Where he can be examined.

Where he can be examined.

Where following Managers and Officers have been elected for the year 1869:

ELI K. PRICE, President.

William H. Moers,
Samuel S. Moon,
Gillies Dallett,
Edwin Groble,
Secretary and Treasner, 708EPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot bolders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 513 AROH Street, or of any 5 table Managers.