The Mining Excitements of California.

A writer in the Overland Monthly give a pleasant sketch of the mining excitements of Cali-

"The discovery of the Australian mines occurred in 1851, at the time when the California diggings were still in a very productive condi-tion—and very few, left this coast. About the close of 1853 a series of false letters in regard to the opening of rich gold mines on the headwaters of the Amazon, in Peru, were published in the Panama papers, and as it was supposed that they were written in good faith and had some foundation in fact, they were republished by the public journals of California. They misled a thousand men to go to Callao, and on their ar-rival there they were astonished to find that the people in Peru had never heard of the new

The Kern river excitement, in the spring of 1855, surpassed everything that had preceded it In this case, as in several others which had pre-ceded it, a number of false letters, written undoubtedly with a deliberate purpose to deceive, were published. The purpose was attained, for not less than five thousand miners went to Kera river, and as many more had prepared to follow them. Men in every branch of employmen threw up theirgbusiness, or sold out at a sacrifice. Labor rose in value, and many farms and mines lay idle for the lack of laborers. It looked for a time as though all other places were to be de-serted for Kern river. But in a few weeks i was known that there never had been any rich diggings is the valley of Kern river, and tha

"For nearly three years the miners of Califor nia had comparative quiet, and then in the spring of 1858 came the news that rich auriferous de posits had been discovered on the banks of Fraser iver, within a hundred miles of its mouth The diggings were not extensive, but the gold was fine, implying that it had been carried by the river a considerable distance, and the opinion was formed from the analogies of California experience that there must be rich and extensive placers in the upper part of the basin of the stream. The Sacramento, the Feather, and the San Joaquin rivers never had any rich bars near their mouths, and they are far from being so large or so long as the Fraser. It was evident that the gold or the bars near Yale had not come from the neighboring hills, but had been brought

down by the current for a long distance. "These facts justified the presumption, which, however, was not verified, that the valley of the Fraser must be richer in gold than that of the Sacramento was in 1849, and this presumption was the main cause of the Fraser fever. other cause was that the miners were spoiling for an excitement, Many of the rich placers were exhausted. The live rivers, the gulches, and the shallow flats would no longer pay for white labor. The country was full of men who could no longer earn the wages to which they had become accustomed, and they were unwilling to come down to farming at thirty dollars per month. They had become industrially desperate. They were ready to go anywhere if there was a reasonable hope of rich diggings, rather than submit to live without the high pay and excitement which they had enjoyed years in the Sacramento placers. Many of them had become unfit for the placid and orderly routine of the common laborer in other coun-They were demoralized by prosperity.

"These men welcomed the rumors that a new California had been found in the basin of the Fraser with joy and enthusiasm. They would not wait for the verification of the rumors. They would not allow others more confident than themselves to go and take up all the good claims. They started with as little delay as possible, and the people of Victoria, through whose towns all the news came to San Franelseo, were amazed at the rush of thousands of Californians for diggings which had yielded little gold, and had been taken up so far as they were known or accessible. The first notice of the mines was published in March: on the 20th of April the migration commenced, and in that month 500 adventurers went: In May, 2000; in June, 9500; and in the first ten days of July, six thousand-eighteen thousand in all. steamers and twenty sailling vessels were en gaged in the trade, the distance being only one thousand miles by sea, and the breezes very favorable to sallers. By the 9th of July more than one voter in six had left the State, and it seemed probable that the migration would continue at the same ratio. The mining counties. having few homes, were the chief sufferers. Some of them lost more than a third of their population. General bankruptcy stared them Real estate lost from twenty-five to seventy five per cent. of its market value. The stages were unable to carry the passengers bound for Fraser river as fast as they applied.

San Francisco, although the adventurers pur-

chased their supplies and spent money here while waiting for the vessels that were to carry them off, suffered also. There was a great decrease in the value of city lands. Lots on Montgomery street, south of Bush, now worth \$1500, were offered for \$100 per front foot. Several of the wealthiest real estate owners made preparations to 'hedge' and save themselves from loss here by buying lots in Victoria. Claims in the mining districts in demand in March at \$1000 went begging in June for buyers at \$100, and the town property in the mountains suffered an equal depreciation. It seemed that the glory of California had departed. But the Fraser fever terminated more suddenly than it commenced. Though there were thousands of skilful miners on Fraser river, up to the 10th of July less than \$100,000 in dust had arrived in San Francisco. Their letters to their friends were not encourage ing. They had been told before starting that the river was high with melting snow, and that the bars would not be accessible until low water should come with midsummer, and they were willing to wait; but those bars high-water mark did not pay like the high bars of the Yuba and Feather in 1849; and there were no ravine diggings like those of California. Some of the adventurers had suc ceeded in ascending the river several hundred miles, but they found nothing that came up to their expectations. In Victoria there were eight thousand men without employment, and many of them without money. On the 10th of July there were not less than two thousand men in San Francisco ready to sail for Fraser river, and thousands of others in all parts of the State were preparing to start, notwithstanding the lack of encouraging news; but their intentions were changed within two days. steamer Brother Jonathan, which sailed from this port on the 8th of July, foundered at sea and though this disaster proved nothing against Frazer river, it was the shock was crystallized the general idea previously entertained unconsciously, that the rush had continued too long. The migration suddenly stopped; soon the adventurers began to come back, and in a few months they were nearly all at work in their old places; many of them cured of their desperation by their hardships and privations in British Columbia, and glad to get back on any terms to 'God's Country,' as they called it.'

How Queen Victoria Travels.

The Queen of England, writes an American in London, has so far yielded to the public pressure as to return somewhat to public life. She announced a series of drawing-rooms and levees, greatly to the satisfaction of London and the people. On Tuesday she came in from Windsor Castle to hold her drawingroom. The whole pathway-about three miles-from the station to Buckingham Palace, was lined with people anxious to catch sight of the Queen. Notwithstanding the talk of the papers, she is immensely popular with the people. Her coming is hailed with great delight, and if she would put on the trappings of royalty and appear in public as of old, she would be received with demonstrations of enthusiasm such as never before

marked her reign. She is thoroughly a good woman. She is exceedingly liberal in her notions. Many of her personal attendants are dissenters, and she encourages their attendance at dissenting chapels, to the great disgust of ultra church-

men. At Balmoral and Osborn, where the chapels are far away, she furnishes her domesties with ceaches. The little time she spends in London she devotes to visiting hospitals and institutions for the infirm, sick, and poor under her special charge. Then she has so much pluck that while the English people regret her withdrawal from public life, they respect her spirit in doing as she pleases.

She came in from Windsor the other morning in fine style. About a dozen coaches moved out of Buckingham Palace, wound up Hyde Park, and met the Queen at the station. The 17th Lancers, the finest corps in England and the favorite, performed expert duty. The magnificent Horse Guards, with their scatlet uniform and brass behaves and fountain plumes, on black horses, selected with great care from all parts of the world, were stationed at intervals, on the world, were stationed at intervals, on the world, were stationed at intervals. ened at intervals on the road as sentinels. Her Majesty alone rides under the marble arch into Hyde Park, and through the royal highway, over which none but royal wheels roll. The Triumphal Arch, on which is the colossal statue of Wellington, has a gateway through which no carriage passes but the Omern's.

It was quite a royal sight to see the cortage move along. First came two outriders, one before the other, in the scarlet uniform of the Queen-white breeches and topped boots, black stove-pipe hat with a cockade, and riding at an angle of forty-five degrees, as all Englishmen ride; then a detachment of Lancers; then the Queen's carriage drawn by four horses, ridden by two postilions. The Lancers brought up the rear, the Horse Guards being on the right and left; the inevitable Brown sitting on the box. The royal carriage was an open barouche. The Queen, Princesses Louise and Beatrice, and Prince Arthur were inside.

Her Majesty looked uncommonly wellher face rather pale than florid, as usual; her hair light, and in a condition of neglect, as is common to the Queen. She was dressed completely in black, but with more dress and ess widowy than formerly. She has a court suit, which, while she maintains her mourning, and while the suit is perfectly black in material, the white ermine trimming, and the ornaments in which the Queen indulges, make her look even more regal than when in the tawdry robes of state. The ceremonial robes are very costly, but they are old fashioned, do not fit, and give a bunchy and uncom-fortable and untidy appearance to the wearer, and are really outshone in richness and heavy embroidery by the robes worn by the conchmen, footmen, and lackeys of foreign ambassadors. But the new court dress of the Queen is very rich and tasteful, and becomes her Majesty well. Winterhalter has painted a portrait of the Queen in her new court robes. It is not quite completed, and is in the Queen's private apartments at Windsor Castle. i saw it the other day, and it is one of the finest productions of that eminent artist. Princess Louise was dressed in ine taste in black. She is a very talented young lady, and has just executed a marble onst of her mother, which is on exhibition at the Royal Academy. Beatrice has more talent than any other member of the family. She is an exceedingly smart girl.

1869	SPRUCE JOIST, SPRUCE JOIST, HEMLOCK, HEMLOCK,	1869
1869 sı	SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, PANISH CEDAR, FOR PATTERN RED CEDAR.	1869
1869	FLORIDA FLOORING. FLORIDA FLOOING.	1869

CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869 WALNUT BDS. AND PLANK. 1869 WALNUT BDS. AND PLANK.

1869 UNDERTAKERS' LUMBER. 1869
UNDERTAKERS' LUMBER. 1869
RED CEDAR. MALNUT AND PINE.

WALNUT PLANK.

SEASONED POPLAR. SEASONED CHERRY. WHITE OAK PLANK AND BOARDS. HICKORY,

CIGAR BOX MAKERS' OTGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. CEDAR SHINGLES. 1869 CYPRESS SHINGLES. 100 MAULE, BROTHER & CO., No. 2500 SOUTH Street.

ESLER & BROTHER'S

U. S. BUILDERS' MILL,

Nos. 24, 26 and 28 S. FIFTEENTH St. We offer this season to the trade a larger and more superior stock of

Wood Mouldings, Brackets, Balusters, Newell Posts, Etc.

The stock is made from a careful selection of Michigan Lumber, from the mills direct, and we invite builders and ontractors to examine it before purchasing elsewhere Turning and Scroll Work in all its varieties. 562m LUMBER UNDER COVER.

ALWAYS DRY.

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No. 924 RICHMOND Street. PANEL PLANK, ALL THICKNESSES .-

PANEL PLANK, ALL THICKNESSES.—

1 COMMON PLANK, ALL THICKNESSES,

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VALUE PINE FLOORING BOARDS,

YELLOW AND SAP PINE FLOORINGS, 1M and

41. SPRUCE JOIST, ALL SIZES,

PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber,

for sale low for cash,

325 cm FIFTEENTH and STILES Streets.

WINES.

HER MAJESTY CHAMPAGNE.

DUNTON & LUSSON, 215 SOUTH FRONT STREET.

THE ATTENTION OF THE TRADE IS

DUNTON & LUSSON 215 SOUTH FRONT STREET. CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles arre's Grand Vin Engenie, and Vin Imperial M. Kleenan & Co., of Mayence, Sparkling Moselle and BHINE CHARLES.

man & Co., of Mayener, operation with Side Reserve.
MADEIRAS.—Old Island, South Side Reserve.
SHERRIES.—F. Radolphe, Amentillado, Topaz, Vallette, Fale and Golden Bar, Crown, etc.
PORTS.—Vinho Velho Real, Vallette, and Crown.
CLARETS.—Promis Aine & Cie., Montforrand and Bordeaux, Clarets and Sauterne Wines.

"Marlet Swan." caux, Clarets and Sauterne Wines. GIN.—"Meder Swan." BRANDIES.—Heunemey, Otard, Dupuy & Co.'s various

DEAFNESS.-EVERY INSTRUMENT THAT becomes and shill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 110 S. TENTH Street, below Chesnat.

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 Connecting with Delaware Railroad at Wilming ton for Cristield and Intermediate stations.

ton for Crisfield and Intermediate stations.

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

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlew, Linwood, Claymont, Wilmington, Newport, Stanton, Newport, Newport, Newport, Newport, Newport, Newport, Newport, Newport, Newport, on, Newport, Stanton, Kewark, Elitton, North-cast, Charlestown, Perryville, Havro-de-Grace Edgewood, Magnolia,

Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Maynolla. Perryman's, and Magnolla.

Passengers 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 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 Wilmisgton runs dally; all other Accommodation Frains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Maii, 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 RALLROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 430 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 100 P. M. running to Oxford.

100 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 Witmington at 6*30 A. M. and 4*16 P. M. will connect at Lamokin Junction with the 7*90 A. M. and 4*30 P. M. trains for Baltimore Central Englished. 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 Berthis 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. H. F. KENNEY, SuperIntendent,

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

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Mauch Chank, Wilkesbarre, Pittston, Scranton, and Hazieton. At 5::00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Boylestown at 8:45 A. M., 2:45 and 4:15 P. M.,
For Fort Washington at 6:45 and 10:45 A. M., and

11:30 P. M.
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 Railways run to

TRAINS ARRIVE IN PHILADELPHIA. 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 Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M.

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

DENNSYLVANIA 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 cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-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. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-Mail Train 800 A. M., Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 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 5:30 P. M. Cincinnati Express 8:00 P. M. Eric Mail and Pittsburg Express 10:30 P. M. Philadelphia Express, 12 night.

Eric Mail leaves daily, except Sunday, running on Saturday night to Willia sport only. On Sunday night passengers will leave Philadelphia at 12

day night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily, All other trains daily, except Sunday.

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

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 6:20 P. M.
Erie Mail 9:35 A. M.
Fast Line 9:35 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Erie Express 4:20 P. M.
Bouthern Express 6:40 P. M.
Southern Express 6:40 P. M.
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,

SAMUEL H. WALLACE, Ticket Agent at the Depo

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, Altoons, Pa.

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 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 6:00 A. M., 8:15, 8:36, 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,

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

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 9:18

. MORNING EXPRESS. At 8 15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rothester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambarthy, Hamilton, Mark, Carlisle, Chambarthy, Carli

falo, Wilkesbarre, Pittston, York, Carilsle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc., at PORT OLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc., at HARRISHURG with Northern Central, Cumberland Valley, and Schuyikfil and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc.

Chambersburg, Pinegrove, etc.,
APTERNOON EXPRESS.
Leaves Philadelphia at 2:30 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 8.49 A. M. Returning, leaves Philadelphia at 4.30 P.

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.; Acturing, 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., 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 Philadelphia at 6-45 P. M. ing at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15

Market train, with a passenger car attached, leaves Philadelphia at 12.45 noon, for Potsville and all way stations; leaves Potsville 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. Passengers for Downingtown and intermediate points take the 7:20 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 Parkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

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 arrival of Fennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:20 and 5 P. M. Sleaning, cars, accommon these trains mira, Baltimore, etc. Sleeping cars accompany these trains hrough between Jersey City and Pittsburg with-

ut change. A Mail Train for New York leaves Harrisburg at 8-10 A. M. and 2-05 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:35 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 Tremont. Returning from Harrisburg at 3:80 P. M. and from Tremont at 7:40 A. M. and 6:35

P. M., and from Tremont at 7.40 A. M. and 5.35 P. M. TICKETS. THOKETS.

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 stations 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. Sired, 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.

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 beyond.

yond.

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.

TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 0, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 31/4, 33/4, 4, 4-35, 5-05, 53/4, 6, 61/2, 7, 8, 9, 10, 11, 12
Leave Germanton.

P. M.
Leave Germantown at 6, 7, 7½, 8, 8'20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4¾, 5, 5⅓, 6, 6⅓, 7, 8, 9, 10, 11 P. M.
The 8'20 down train and 5¾ and 5¼ up trains
will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9'15 A. M., 2, 4'05, 7, and
10% P. M. 10% P. M. Leave Germantown at 8.15 A. M., 1, 3, 6, and 9%

CHESNUT HILL RAILROAD. CHESNUT HILL KAILKOAD.

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 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.

9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11-05 A. M.,
134 3, 4½, 5, 5½, 0½, 8-03, 10-05, and 113½ P. M.
Leave Norristown at 5-40, 0½, 7, 7¾, 9, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 0½ P. M.
The 7¾ A. M. train from Norristown will not stop
at Moree's Potast Landing, Domina at Mogee's, Potte' 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., 2½, 4, and 7½ Leave Norristown at 7 A. M., 1, 514 and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 71/2, 9, and 11:05 A. M.,

11/2, 3, 41/4, 5, 51/4, 61/4, 8:05, 10:05, and 11:1/2 P. M.,

Leave Manayunk at 6:10, 7, 71/2, 5:10, 91/2, and 111/2

A. M., 2, 31/2, 5, 61/2, 8:30, and 16 P. M.,

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M.
Leave Manayunk at 714 A. M., 114, 8, and 914 P. M. W. S. WILSON, General SuperIntendent, Depot, NINTH and GREEN Streets.

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 \$2-25 At 8 A. M., via Cam, and Jorsey City Ex. Mail 2:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and informediate 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

B. R. R.
 At 8 and 10 A. M., 2, 2 30, and 4 30 P.M. for Tronton.
 At 6 30, 8, and 10 A. M., 1, 2, 2 30, 4 39, 6, and 11 30
 M. for Bordentown, Florence, Burlington, Be-

terly, and Belanco.
At 6:30 and 10 A. M., 1, 2:30, 4:30, 6, and 11:30 P.
M. for Edgewater, Riverside, Hiverton, Palmyra,
and Fish House, and 2P. M. in Silverton.
The 1 and 11:30 P. M. Lines is ave from Market Street Ferry (upper side),

At 11 A. M., via Kensington and Jersey City, New York Express Line, Furn. 45. 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 7:39 and 11 A. M., 2:30, and 5 P. M. for Morris-At 7:20 and H A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacosy, Wis-sinoming, 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, 6.46, and 12 P. M., for Trenton.

At 9:30 A. M., 4, 6:46, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Corawell's, Torresdate,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. telnes will run

daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD

LINES,

FROM KENSINGTON DEFOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaea, Owego, Fochester, Binghamton, Oswogo, 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, Berliebem, etc. Mauch Chunk, Allentown, Bethiehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 35, 5, and 6 30 P. M., for Merchantville, Meorestown, 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, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown. 11 10 WILLIAM H. GATZMER, Agent. WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1859, Trains will Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-39 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 6-45 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

Trains leaving West Chester at 7:40 A. M. will Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Leani, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passangers 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. 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 arrival.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7.45 A. M. and 4.45 P. M. f. and 4-45 P. M. Leave B. C. Junction for Philadelphia at 6-00 LLIAM C. WHEELER,

WIGeneral Superintendent. 4 105 PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,

ND THE GREAT OIL REGION OF PENNSYL Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 28, 1869, the trains on the Philadelphia and Eric Railroad will run as

WESTWARD,

MAIL TRAIN leaves Philadelphia. 10.46 P. M.

" Williamsport 8:16 A. M.

P: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 8:00 P. M.

" Williamsport 6:30 P. M.

arrives at Lockhaven 7:46 P. M.

MAIL TRAIN leaves Erie . 11-15 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 Ealfroad.

Baggage *becked through.
ALFRED L. TYLER, General Superintendent.

FIRE AND BURGLAR PROOF SAFE C. L. MAISER, C. L. MAISER,
MANUPACTURER OF
FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, N . 94 RACE Strest.

LARZELERE & BUCHEY, Custom House Brokers and Notaries Public, No. 405 LIBRARY STREET.

ALL CUSTOM HOUSE BUSINESS TRANSACTED. PASSPORTS PROCURED.

WOODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1869:
elected for the year 1869:
William H. Moore, William W. Keen, Samuel S. Moon, Gillies Dallett, George I. Buzby, Edwin Greble, B. A. Knight.
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot holders and Visitors to present teckets at the entrance for admission to the Company, No. \$13 ARCH Streat, or of any 4 the Managers.

STATE RIGHTS FOR SALE. — STATE Bights of a valuable Invention has patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, the SLICING, ore hereby offered for sale. It is an article

cabinge, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. 3.

527

PLUMBING AND GAS FITTING.

WM. H. RADFORD · PRACTICAL PLUMBER, GAS FITTER, AND DRAIN LAYER, 243 South Fifteenth Street,

K EENAN, SON & CO., AUCTIONEERS, NO A 112 M. FRONT Street.

AUG TION SALES. M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE AND STOCKS.
June 8, at 15 o'clock, moon, at the Eschange, will in elude —
POURTH (North), No. 415 - Valuable Residence,
DILLWYN, No. 418 - Genical Dwelling,
WALNUT, No. 422 - Handscow Modern Residence, 21
by 125 feet; has overy convenience; burnedinte pessassion,
WALNUT, No. 1697 - Elegant Reswa Stone Residence, w 120 feet, has all the conveniences,
IGHTH (North), No. 50 Mydern Residences,
IGHTH (North), No. 50 Mydern Residence,
RANKIJN, above Race - Valuatile Lys, 175 by 142 feet,
OBLE, No. 518 and 539 - Genteel three lines,
PRICE, No. 518 and 539 - Genteel three lines,
PRICE, No. 518 - Valuatile Store,
LARKET, No. 518 - Valuatile Store,
LARKET, No. 518 - Valuatile Store,
LARKET ALL, No. 522 - Genteel Dwalling,
LARSHALL, No. 522 - Genteel Dwalling,
LNTH (Death), No. 528 - Madern is evidence.

MANAYUNE -20 Acres, Country Seat, Building Lots,

BROZD and BUTTONWOOD-N, B. corner, large Lot HITTON WOOD, No. 730 Modern Rosidence. SOUTH, No. 1830 no 1822 Stores and Dwellings, PALMI it and Burkhal Device Rightsonia work SIXTH and SPRING GALDEN, W. corner Medoca SEVENTH (North), No. 7 8 - Modern Brick Residence.

VALUABLE MISCELLANEOUS BOOKS.

On Tunday Afternoon,
June 8, at 4 o'clock, including works on enginearing,
mechanics, nathematics, Dickens' works, Wavarior
Novels, fine autitions Poets, etc.

652t

Novels, fine outtions Poets, etc.

Sale at No 313 S. Sixtoenth street.

HANDSOME WALNITY PARLOR, DINING-ROOM,
AND CHAMBER FURNITURE, GRAND PIANO,
MIRROR, HANDSOME VELVET, BRUSSELS,
AND OTHER CARPETS, ETC.
On Wednesday Morning,
June 9, at le o'clock, at No. 313 S. Sixtoenth street, by
catalogue, the entire furniture, comprising handsome
walnut parlor suit, covered with crimam-figured brocateller superior walnut diving room and chamber furniture, cottage chamber suit, two walnut secretaries and
booleases, ledy's escritoire, superior reseword grand
piano-furte, medic by George Steck; oval Franch plate
mantel mirror, three pantisume walnut wardrobes, buffet
sideboard extension table, Franch mantel clock, mattresses, chima and glassware; handsome valvet, Brussels, and other carpets; retrigerator, kitchen utensils,
setc. etc.

[6728]

ideboard extension table. French mantel clock, mat-resses, china and glassware; handsome vaivet, Brus-els, and other carpets; refrigerator, kitchen utensita to, etc.

May be examined on the morning of sale at 8 o'clock. Peremptory Sale, Nos. 142 and 144 N seth Sinth street.
STOCK OF LCOKING-GLASSES, FRAMES, FINE
CHROMO-LITHOGERAPHS, PHOTOGRAPHS, ETO.
On Friday Merning,
June II, at 10 o'clock, by catalogue, at Nos. 142 and
144 North Ninth street, the stock of bodding glasses,
handsome wabut and gift Frames, large assurement of imchromo-lithographs, framed and nuframed, engravings,
photographs, etc. egraphs, etc. etc. ing the stock of Mr. W. H. Morgan, who is declining the bustness.

May be examined on the morning of sale at 8 o'clock.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
GHESNUT Street; rear entrance No. 1107 Sansom St. Sale at the Auction Store, No. 1116 Chemus street, LARGE ASSORTMENT OF SUPERIOR HOUSE, HOLD PURNITUEF, BRUSSELS AND OTHER CARPETS, FRENCH PLAYE MIRRORS, BOOK, CASES, SIDEBOARDS, CHINA AND GLASS-WAPE, ETO.

CASES, SIDEBOARDS, CHINA AND GLASS-WAPE, ETC.

On Thesday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, vill be sold, a large assortment of superior parior, library, liming-room, and chumber furnituce, etc.

SECOND-HAND FURNITURE—Also, an assortment of furniture, carpets, china, etc., from families breaking ap housekeeping.

SALE OF A MUSRUM OF CURIOSITIES.
On Wednesday.
June 9, at 3 o'clock P. M., at the auction store, No. 1110
hesaut street, will be sold. Dr. Morgan's extensive
dussum of Curiosities, Reliev, Coins, ste.
They are now open for examination daily, at the auction
tore, with catalogues. tere, with catalognes.

The sale will be continued daily until the whole age dis-sect of:

67 2t MARTIN BROTHERS, AUCTIONEERS.

 (Lately Saleamen for M. Thomas & Sons.)
 No. 529 CHESNUT Street, rear entrance from Minor. Sale N. E. corner Fourth and South streets.
STOCK AND STATURES, COUNTERS, AND SHOW-CASES OF A DRUG STORE.
On Tuesday Morning,
Sth instant, at 16 o'clock, at the N. E. corner Fourth and
South streets, the stock and fixtures, including counters,
merribe tope; showcases, shelving, cases, drawers, show
bottles, stock of fine drugs, etc.

#3 45

Extensive Sale at the Auction Rooms.

ELEGANT WALNUT PARLOR, DINING ROOM, AND CHAMBER SUITS, 9 Large and Very Fine French Plate Mantel and Pier Mirrors, Rich-toned Cabinet Organ, Rosewood Case; Lacu Window Curtains, Spring and Other Mattresses, Sideboards, Extension Tables, Dining room Chairs, Fine China and Glassware, Set Elegant Mantel Vases, Superior Fire-proof Safes, made by Farrel's Herring, Lille, and others; Book cases, Superior Refrigeators, Handsame Velvet, English, Brussels, and Other Carpets, etc.

On Wednesday Morning,

June 9, at 10 o'clock, at the auction rooms, No. 529 Chesnut street, by catalogue, an extensive assortment of Mantecome New and Second-hand Household Furniture, etc.

Also, large and superior Electric Machine, with apparatus.

Sale No. 506 North Ninth street.

VERY SUPERIOR WALNUT PARLOR AND CHAMBER FURNITURE, FINE FRENCH PLATE PIER MIRROR, HANDSOME VELVET AND IMPERIAL CABPETS, ETC. ETC.

On Thursday Morning.

10th inst., at 10 o'clock, at No. 506 North Ninth street, above Buttonwood, the entire very superior household furniture, etc.

No. 417 Bridge avenue, Camden, N. J.

SUPERIOR WALNIT PARLOR AND CHAMBER
FURNITURE, FINE BRUSSELS AND OTHER
CARPETS, MATTRESSES, ETC.
On Thursday Afternoon,
June 10, at 2 o'clock, at No. 417 Bridge avenue,
Camden, N. J.

North Sixth street.

North Sixth street.

NU' AND MAHOGANY CHAMBER SUITS,
SCHOMACKER 74, OCTAVE PIANO FORTE,
FINE FRENCH PLATE MANTEL AND PIER.
MIRRORS, BRONZES, HANDSOME VELVET CARPETS, ETC.

On Monday.

MIRBORS, BRONZES, HANDSOME VELVET CAR-PETS, ETC.

On Monday Morning.

June 14, at 10 o'clock, at No. 13 18 North Sixth street, by catalegue, the entire furniture, including elegant carved walnut barlor suit, covered with fine hair cloth, 10 pieces; carved/walnut etageres, centre and/bouquet tables to match; elegant frosewood 7% octave piano-forte, made by Schemacker; fine French plate mantel and pier mirrors, bronze figures, two French mantel clocks, fancy ornaments, suit elegant walnut chamber furniture, elegant wardrobe to match; handsome suit mahogany chamber furniture, elegant wardrobe to match; walnut scoretary bookease, hair mattresses, fine out glassware, French shina plated ware, higure case, kitchen furniture and utensils, paintings and engravings, handsome velvet, imperial, and other carpets, etc. The furniture was made to order by Henkels, and is equal to now.

May be examined at 8 o'clock on the morning of sale.

15 JUNTING DUERBUROW & CO. AUCTION-BUNTING, DURBUROW & CO., AUCTION-EERS, Nos. 233 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 1560 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Morning,
June 8, at 10 o'clock, on four months' credit. 625t LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, June 10, at 10 o'clock, on four months' credit. 6 4 5t

LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL CLOTHS, ETC. On Friday Morning, June II, at II o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag car-petings: 1000 rolls Canton mattings, oil cloths, etc. 65-54 C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning. June 10, at 10 o'clock, including a large line of city-made BY BART GALLERT, No. 1020 CHESNUT

LARGE SPECIAL SALE OF WHITE IRON STONE-

The attention of Hotel Proprietors, Henseksepers, 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 Gallers, No. 10:20 Chesnut street, On Tuesday Morning,

June 8, at 16% o'clock, in lots to suit, consisting in part of Tea Sets, Totlet Sets, Dinner Sets, etc., the whole comprising a general assortment suitable for Hotels and Private Families. vate Families.

EXTRA QUALITY TRIPLE SILVER-PLATED

WARE.

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

JAMES HUNT, AUCTIONEER, S. W. COR-nor FIFTH and SOUTH Streets. REGULAR SALFS at the Auction Store, every SAT-URDAY Morning, of Household Furniture, Housekeep. ng Articles, etc., received from families quitting house, coping. 5 25 121 BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.