## THE MAY MAGAZINES.

"LIPPINCOTT'S." The May number of Lippincott's has the following table of contents:-

Anthony Trollope's new story, "Sir Harry Hotspur of Humblethwaite," Part I; "May," a poem, by George N. Sears; "The Echo of Appomattox Across the Atlantic," by Justin McCarthy; "The Virginia Tourist" (illustrated), by Edward A. Pollard; "Nathaniel Hawthorne," by Henry T. Tuckerman; "How I Found my Fate," by Mrs. W. A. Thompson; "The Cross in Legend, Poetry, and Art," by Mrs. Mary A. Lloyd; "Eccentricity as a Pursuit," by Walter E. McCann; "The Coming Woman," by Miss Mary P. Wells; "The Vicar of Bullhampton," concluded (illustrated), by Anthony Trollope; "Guesses and Queries," Part I, by N. S Dodge; "Ethramonia," a tale, by Louise S. Dorr; "Mary," a poem, by Rose Terry; "Widow Bedott in Philadelphia;" "Our Monthly Gossip;" "Literature of the Day."

From Justin McCarthy's article entitled "The Echo of Appomattox Across the Atlantic," we take the following:-

Statesmen are men who learn by experience. A priori politicians are quacks. The difference between a Bismark and a Metternich is that the former studies results, and the latter maintains theories. If ever any man started in the business of statesmanship with a disbelief in the fundamental theory of popular government, Bismark did: he utterly distrusted and despised it. But when he began to see that it had results worth studying, he studied them and it; and he was as willing to be convinced by evidence as a judge or a naturalist is. The American war impressed Bismark profoundly. He studied it as a savant might study the working of some new combination in chemistry. Count Cavour on his deathbed several times impatiently groaned out, "How I wish some one could tell me now what this American civil war will bring forth!" The great, true statesman longed to learn the esson which he well foresaw must come of such a struggle. He died too soon. Bismark, the only living statesman on the European continent worthy to be named in com-parison with Cavour, had the advantage of learning the lesson. When the American war began he was a believer in the oligarchic principle of government and legislation: when it ended he was a believer in universal suffrage. On the principle of universal suffrage he founded the North-German Confederation. throwing over contemptuously the complicated, cumbrous system which prevailed in Prussia—a system which perhaps may be roughly described as one which applies to the choice of every parliamentary re-presentative something like the political mechanism by which the President of the United States is elected. Bismark himself publicly declared his conviction that popular representation as exemplified in the United States was the only sure and permanent foundation on which the governing system of a great people could rest. It was a remark-able and significant thing that Bismark, who had so long been regarded by Englishmen as a living symbol of the most degged and uncompromising toryism, should come to re-ceive, as he did, the public and cordial thanks of the English Reform League (then the most radical organization in England, composed of men who regard John Bright as slow and conservative) for his practical and complete recognition of the fundamental principle of free government. I presume we may take Bismark's own word for it that he has learned his great lesson in the art of government from the teachings of the American war. The echo of Appomattox rolled along the Rhine, the Elbe, the Spree, and the Danube.

We quote these paragraphs from Mr. Tuckerman's paper on Nathaniel Hawthorne:-

There is one remarkable passage in these note-books which tells the whole story of Hawthorne's authorship, and tells it from his inmost heart: there is a great lesson to be thence learned, and a singular pathos and power involved therein. On one of his visits to the home of his childhood, just as prosperity began faintly to dawn upon his long and sequestered life-work, local associations, always strong in their appeal to his nature, seem to have inspired him to unwonted self-revelation; and he thus recorded his baffled zeal and self-reliant loyalty, so unconsciously indicative of rare natural gifts and an intensely reflective character: - Salem, Oct. 4, 1840 - Union Street Family Mansion. If ever I should have a biographer, he ought to mention this chamber in my memoirs. Here I sit in my old accustomed chair, where I used to sit in days gone by. Here I have written many tales-many that have been burned to ashes, many that doubtless deserved the same fate. This claims to be a haunted chamber, for thousands upon thousands of visions have appeared to me in it; and some few of them have become visible to the world because so much of my lonely youth was wasted here, and here my mind and character were formed; and here I have been glad and hopeful, and here I have been despondent; and here I sat a long, long time waiting for the world to know me, and sometimes wondering why it did not know me sooner, or whether it would ever know me at all—at least till I was in my grave, And sometimes it seemed as if I were already in the grave, with only life enough to be chilled and be aumbed. But often I was happy-at least as happy as I then knew how to be or was aware of the possibility of being. By and by the world found me out in my lonely chamber, and called me forth-not, indeed, with a roar of acclamation, but rather with a still, small voice-and forth I went, and found nothing in the world I thought preferable to my old solitude till now. And now I begin to understand why I was imprisoned so many years in this lonely chamber, and why I could never break through the viewless bolts and bars; for if I had sooner made my escape into the world, I should have grown hard and rough, and been covered with earthly dust, and my heart might have become callous by rude encounters with the multitude. But living in solitude till the fulness of time was come, I still kept the dew of my youth and the freshness of my heart. I used to think I could imagine all passion, all feeling, all states of the heart and mind; but how little did I know! We are not endowed with real life, and all that seems real about us is but the thinnest substance of a dream till the heart be troubled: that touch creates us; then we begin to be; thenceforth we are beings of reality and inheritors of eternity.

This last conviction lies at the basis of all genuine productiveness in art-verbal, plastic, and pictorial-and fidelity thereto is a test of the integrity of genius. De Quincey has well defined the two great divisions of literaturethat of power and that of knowledge; the former, being in its essence creative, implies an absolute inward experience of the ONE DOLLAR GOODS FOR 95 CENTS, plies an absolute inward experience of the

condition and inspiration of original and genuine work; all earnest natures recognize the law and are not lured into factitious labor or ingenious imitation as a substitute for what must be born of personal emotion and imperative consciousness. These were traits which made Charlotte Bronte's few novels memorable; and her biographer tells us that "she thought every serious delineation of life ought to be the product of personal experience and observation—experience naturally occurring, and observation of a normal kind." not accumulated since I published Shirley,' she said. "What makes it needful for me to speak again? and till I do so, may God give me grace to be dumb." There are special temptations for an American author to evade this ethical condition—the demands of the immediate are so pertinacious, while vanity and gain conspire to compromise both fame and faculty. It is a rare distinction of Hawthorne that he was so true to himself in this regard.

The Music of Macbeth.

The Macbeth music which the play-bills always ascribe to Matthew Locke is without doubt of very respectable antiquity. If it be really the work of that composer, it must date from 1672, when Sir William Davenant produced his adaptation of Macheth with "machines for the witches, dancing, and singing," at the theatre in Dorset Garden. Dr. Rimbault's edition of North's "Memoirs of Music" expressly states, however, that "the music of Macbeth now popularly known as Locke's, is the composition of Richard Leveridge, and was performed for the first time on the 25th of January, 1704; Locke's music, composed in the reign of Charles II, is entirely different." Yet even if this assertion be correct—and it is not confirmed by any account of a production of Macbeth in 1704 to be found in the elaborate "History of the Stage," in ten volumes, compiled by the Rev. Mr. Geneste from the collection of playbills in the Britism Museum-music that has endured from the early years of Queen Anne's reign may be fairly complimented on its longevity. Leveridge was the composer of the words and music of "The Roast Beef of England," and the music to the song of "To you who live at home at ease," and Gay's ballad of "Black-eyed Susan."

He was, moreover, a bass singer at the theatre in Lincoln's Inn Fields, and when more than sixty years of age still thought so highly of his vocal powers that he offered, for a wager of a hundred guineas, to sing a bass song with any man in England. If he indeed composed new music for Macbeth, he yet, it seems clear, availed himself of the words Davenant had arranged for Locke, which were borrowed for the most part from a manuscript copy of Middleton's Witch. Davenant's mangled version of the spoken portions of Macheth kept possession of the stage until 1744, when the tragedy was produced for Garrick "from the text of Shakespeare"—the music, whether Locke's or Leveridge's, being still retained, however. Indeed, the play has never but once been produced without its musical excres-This was some twenty years ago, under Mr. Phelps' excellent management at Sadler's Wells, when fidelity to Shakespeare amounted to a passion; the play was presented in its integrity, even to the restoration of "Lady Macduff" and her son, and literal compliance with the stage direc-tion, "Enter 'Macduff' with 'Macbeth's' head on a pole"-the incident being found rather trying to the gravity of the spectators—not a note of music being heard throughout the performance from first to last. Nor did it seem that the omission occasioned much regret to the audience. Still, Mr. Phelps' laudable example was not followed by other managers, and stands alone in the stagehistory of the play. When Mr Charles Kean came to revive Macheth after the ornate and elaborate fashion which distinguished his productions of Shakespeare at the Princess, Theatre, he was faithful to the old music, to the singing witches, soloists, and chorus, and

Locke or Leveridge enjoyed his own again. This somewhat servile fidelity to stage tradition is certainly curious enough, for it is not, of course, pretended that the Macbeth accompaniments are now held in much estimation by musical amateurs, are peculiarly Shakespearian, valuably descriptive or suggestive, or of any particular aid to the representation of the tragedy. The interpolated words of the songs are in many instances the merest nonsense, and the tunes, if of a catching and popular kind, still are seriously interruptive of the due progress of the events of the play. It may reasonably be held now that the composer's "improvements" have become exhausted by the prolonged duration of his tenure, and that he may forthwith be ejected from his occupancy. It is really time for "Macbeth" to run alone, and to speak for himself, unencumbered by the music of the time of Charles II or of Queen Anne.

## PATENTS. ATENT

OFFICES FOR PROCURING Patents in the United States and Foreign Countries,

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(Opposite U. S. Patent Office), WASHINGTON, D. Q. H. HOWSON, Solicitor of Patenta.

O. HOWSON, Attorney-at-Law.
Communications to be addressed to the Principal Offices, Philadelphia. 4 10 mws/m
I NITED STATES PATENT OFFICE. UNITED STATES PATENT OFFICE,
WASHINGTON, D. C., April 1, 1870.
On the petition of SADY D. BOYES, of Fhiladelphia,
I.a., Administrator of BURRITT C. BOYES, deceased, praying for the extension of a patent granted to
the said BURRITT C. BOYES on the 22d day of July,
1856, for an improvement in Folding Guides for Sewing
Machines, it is ordered that the testimony in the case be
closed on the 21st day of June next, that the time for
filing arguments and the Examiner's report be limited to
the 1st day of July next, and that said petition be heard
on the 6th day of July next.
Any person may oppose this extension.

SAMUKL S. FISHER,
Commissioner of Patents.

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Rights of a valuable Invention just patented, and for the SLICINO, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of botels 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. J.

5271f MUNDY & HOFFMAN.

NOTICE TO CONTRACTORS. The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the read from Pipe Creek Bridge to Hagerstown, and will receive Proposals until 9th April for all the unfinished Grading and Bridging on the uncompleted section, the work on which has been suspended for a year.

Payments made in cash for all work done. The work on the Graduation, Masonry, and Superstructure of Bridges will amount to about \$200,000. For all information as to the present condition of the work to be done, apply to

W. BOLLMAN, President, No. 24 N. HOLLIDAY Street.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE sylvania, the Schutlkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caradas.

SPRING ARRANGEMENT
Of Parsenger Trains, April 18, 1870.
Leaving the Company's Depot 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 as c:35 P. M.; arrives in Phisadelpnia at 9:25 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potisville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at RE ADING with East Pennsylvania Raliroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3 50 P. M. for Reading,
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Ratiroad trains for Columbia, etc.

POTTSTOWN AUCOMMODATION.

Leaves Pottsiown at 625 A. M., stopping at intermediate stations; arrives in rhiladelphia at 8.10 A. M. Returning, leaves rhiladelphia at 4.00 P. M.; arrives in Pottsiown at 6.15 P. M. REALING AND POTTSVILLE AUCOMMODATION.

Leaves Pottsville at 5 40 A. M. and Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 16 20 A. M.

Keturning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 7 55 P. M., and at Pottsville at 9 40 P. M.

0.40 P. M.
Trains for Philadelphia leave Harrisburg at 8.10 A. M.. and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2.05 P. M., and Pottsville at 2.45 P. M., arriving at Philadelphia at 6.45 P. M.
Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

9-25 P. M.
Market train, with a rasseeger car attached, leaves Philadelphia at 12-30 noon, for Reading and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Fottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave 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., 12-30, and 4-00 P. af. trains from Fhiladeiphia Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 F. M.

PERHOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M., 12-30, and 4-00 P. M., trains from Philakeiphia, returning from Schwenksville at 8-05 A. M., 12-10, and 4-50 P. M., trains from Philakeiphia, re-

turning from Solwenksville at 8-05 A. dt., 12 45 noon, and 4-15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at \$\pi00 A. M. and 500 P. M.,
passing Reading at 1.45 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central hadroad Express trains for
Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on strival of Fennsylvania Express from Pittsburg at 5-25 A. M. and 12-20 noon, passing Reading at 7-23 A. M. and 2-05 P. M., arriving at New York 12-05 noon and 6-25 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train from 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 8-30 and 11-30 A. M., and 1-40 and 4-50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg and at 12-10 noon for Pinegrove,

and Harrisburg and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 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, and sold by Morning Accommodation Market Train, Reading and Fottstown Accommodation

Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown

Accommodation Trains, streduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, I hiladelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 26 per cent. ount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$47 00 each, for families and SEASON TICKETS .- For one, two, three, six pine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road

will be furnished with cares entitling themselves and wives to tickets at hall fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced tares, to be had only at the Ticket Office, at Thirtsenth and Callowhill

FREIGHT.-Goods of all descriptions forwarded FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Brosd and Willow streets.

MAIL's close at the I hiladelphia Post Office for all places on the road and its branches at 6 A. M., ard for the principal stations only at 2 16 P. M.

FREIGHT TRAINS leave Philadelphia daily at 425 A. M., 1230 noen, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

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 CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:—
FROM PHILADELPHIA.

645 A. M., for B. C. Junction, stops at all stations.
745 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for B. C. Junction stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:15 P. M. for West Chester stops at all stations we

of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all

stations.
6-55 P. M. for West Chester stops at all stations.
11-30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations. 6 30 A. M. from West Chester stops at all stations.
740 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

R. R. A. M. from B. C. Junction stops at all stations, 19-60 A. M. from West Chester stops at all stations, 195 P. M. from B. C. Junction stops at all stations, 195 P. M. from West Chester stops at all stations, 195 P. M. from West Chester stops at all stations, 195 P. M. from West Chester stops at all stations, 405 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 605 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 9-00 P. M. from B. C. Junction. This train com-mences running on and after June 1st, 1870, stop-ping at all stations.

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ping at all stations.
ON SUNDAYS,
S-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9-20 P. M. for West Chester stops at all stations.
7-50 A. M. from West Chester stops at all stations.
4-to P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. E. R.
W. C. WHEELER Sup't.

UMBRELLAS-CHEAPEST IN THE CITY!

HAILROAD LINES.

1870 —FOR NEW YORE.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies'lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARP.

At 630 A. M., via Camden and Amboy Accom... \$2.26

At 8 A. M., via Camden and Amboy Accom... \$2.26

At 9 P. M., via Camden and Amboy Express... 8.00

26 6 P. M., for Amboy and intermediate stations.

At 6.39 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3.30, and 4.30 P. M., for Trenton.

Trenton.
At 620, 8, and 10 A. M., 12 M., 2, 3 30, 4 30, 6, 7, and 11 30 P. M. for Bordensown, Florence, Burlington, Beverly, and Delanco.
At 6 30 and 10 A. M., 12 M., 3 30, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 11 30 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

At 1:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 a. M., 9:30 and 5 P. M. for morrayme and Tullytown.
At 7:30 and 10:45 A. M., and 9:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

PROFE WEST PHILADELPHIA DEPOT.

Via Connecting Hallway.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 129, 4, 645, and 12 P. M.

New York Express Lines, via Jersey City. Fare, At 11:50 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., At 7, 9 30, and 11 A. M., 4, 6 45, and 19 P. M., for

At 19 P. M. (Night), for Morrisville, Tullytewn, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wiss'noming, Bridesburg, and Frankford.
The 9-30 A. M., 6-45 and 19 F. M. Lines will run daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINE

BELVIDERE DELAWARE RAILROAD LINE
FROM ERNSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Moodball, 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. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations.

intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and
on Thursday and Saturday nights at 11:30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Medford.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after THURSDAY. April 21, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M.,
120, 2, 3½, 3½, 4, ½, 505, 6½, 6, 6½, 7, 8, 920, 1005,
11, 12 F. M.

Leave Germantown 6, 655, 7½, 8, 820, 9, 10, 1050,
12 A. M., 1½, 2, 3, 310, 4½, 5, 5½, 6, 6½, 7, 8, 920,
16, 11 F. M.

The 820 down train, and 3¾ and 5¾ up trains,
will not stop on the Germantown Branch.

will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 94 A. M., 2, 405, 7, and 10% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9% P. M.

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6 8, 10, and 12 A. M., 2, 334.

53, 7, 9 20, and 11 P. M.

Leave Cherut Hill 7 10, 8, 9 40, and 11 40 A. M.,

1 40, 3 30, 5 40, 6 40, 9, and 10 40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 4 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and

9 25 P. M.

Passengers taking the 6:56, 9, and 10:50 A. M. and 2:50 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 4, 5%, 6%, 806, 10, and 11% P. M.
Leave Norristown 5%, 6.25, 7, 7%, 8-50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 234, 4, and 734 P. M. Leave Norr. stown 7 A. M., 1, 53, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadeiphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 5:05, 10, and 11½ P. M.
1 cave Manayunk 6, 6:25, 7½, 8:10, 9:29, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. dl.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M. 1½, 6½, and 9½ P. M.
PLY MOUTH RAHLROAD.

PLY MOUTH RAILROAD.

Leave Philadelphia 7½ A. M. and 5 P. M.
Leave Phymouth 6% A. M. and 4½ P. M.
The 7% A. M. train from Norristown will not step at Moree's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will step only at School Lane, Manayunk, and Consho-Passengers taking the 7,0-05, and 11 A. M. and 4 P. M. trains from Ninth and Green streets will

make close connections with the trains for New York at Intersection Station. The 10 A. M. and 6 P. M. trains from New York Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA WINTER ARRANGEMENT.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, Ban Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, and Hazleton, At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk. For Port Washington at 7:30 and 10:45 A. M., 2:45 and 4:15 P. M., For Fort Washington at 7:30 and 10:45 A. M., at

11:30 P. M.
For Abington at 1:15, 5:20, and S. 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

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 215, 440, and 825 P.M. From Doylestown at 825 A. M., 430 and 705 P. M. From Lansdale at 730 A. M. From Fort Washington at 935, 1035 A. M., and

S-10 P. M.
From Abington at 2-35, 6-35, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets soid and Baggage checked through at Mann's North Pennsylvania Baggage Express
Omce, No. 165 S. FIFTH Street.

II 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Msil for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11:40 A. M., Wordbury Accommodation. 11:40 A. M., Wordbury Accommodation. 11:40 A. M., Wordbury Accommodation. 11:40 A. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 5:50 P. M., Fassenger for Bridgeton, Salem, Swedesboro, at dintermediate stations. Swedesboro, at dintermediate stations. 6:45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

Leave Philadelphia 8:06 A. M.
Leave Cape May 1:10 P. M.
Freight Train leaves (lamden daily at 12 o'clock Boon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations. 316 WM. J. SEWELL, Superintendent.

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BAL-

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, APRIL 4, 1870.
Trains will leave Depot, corner of Broad street and Washington svenue, as follows:—
Way Mail Train at 8:30 A M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

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

Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Choster, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eitten, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Kun.

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

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia Express Train at 12 M. (Sundays excepted). for

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 90 A. M., 2:39, 5:00, and 7:00 P. M. The 5:60 P. M. train connec s with Delaware hailroad for Harrington and intermediate stations.

ware kailroad for Harrington and Intermediate stations
Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:40 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

7°C A. M. and 4 30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7°25 A. M., Way Mail; 7°40 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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickeus to all points West, South, and Southwest may be procured at ticket office, No. 823 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.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1969.
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 Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE SPOT, VIE :-

Lock Haven and Ellinia Express. 4-25 P. M.
Pacific Express. 4-25 P. M.
Harrisburg Accommodation 950 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,
Ticket Agent at the Denot.

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. A. J. CASSATT'S, General Superintendent, Altoona, Pa.

DHILADELPHIA AND ERIE RAILROA The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia s Philadelphia - 9-35 P. M. Williamsport - 7-40 A. M. es at Erie - 8-20 P. M. ERIE EXPRESS leaves Philadelphia 11 40 A. M.
Williamsport - 9 00 P. M.
Williamsport - 9 00 P. M. ELMIRA MAIL leaves Philacelphia - 10:00 A.

Williamsport 6:00 P. arrives at Lock Haven 7-20 P. M. MAIL TRAIN leaves Erie - 8-40 A. M.

Williamsport - 9-25 P. M.
ERIE EXPRESS leaves Erie - 400 P. M.

Williamsport 3-30 A. M.

Williamsport 3-30 A. M.

"Williamsport 3:30 A. M.
"Williamsport 3:30 A. M.
"arrives at Philadelphia 12 46 P. M.
ELMIRA MAIL leaves Lock Haven 8:00 A. M.
"Williamsport 9:46 A. M.
"arrives at Philadelphia 6:50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
"Harrisburg 5:2) A. M.
"arrives at Philadelphia 9:25 A. M.
"arrives at Philadelphia 9:25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Alleghenv River Railroad.

ALFRED L. TYLER,
General Superintendent.

Railroad. ALFRED L. 1 June. General Superintendent. THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:-LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

For POHT DEPOSIT at 7 A. M. and 4'30 P. M.
For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2'30 P. M., 4'30 P. M., and
7 P. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4'30 P.
M., leaving Oxford at 6 05 A. M., and leaving Port
Deposit at 0'25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4'2 tion with WILMINGTON & READING R. R. 42 THE PHILADELPHIA AND BALTIMORS CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave

TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on
arrival of trains from Baltimore.
OXFORD at 605 A. M., 1035 A. M., and 530 P. M.
CHADD'S FORD at 726 A. M., 1230 M., 133 P. M.,
445 P. M., and 649 P. M.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not be responsible for an amount exceeding one hundred
dollars unless a special contract is made for the
same.

HENRY WOOD,

General Superintendent.

GREAT SOUTHERN MAIL ROUTE.
ONLY ALL RAIL LINE TO
NEW ORLRANS, MEMPHIS, NASHVILLE, AT.
LANTA, AUGUSTA, MONTOOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
OHARLESTON, SAVANNAH, and all principal points
SOUTH and SOUTHWEST, Tickets for each, baggage
checked through to destination, and all information
furnished at

721 CHESNUT, Street,
Masonic Hall,
G. RENTON THOMPSON,
Gen. Agent for Philadelphia.

PAPER HANGINGS. LOOK! LOOK!! LOOK!!!—WALL PAPERS chespect in the city at JOHNSTON'S Depot, No. 1938 SPRING GARDEN Street, below Rieventh. Branch, No. 807 FEDERAL Street, Camdan, Rew Jersey.

AUD FION SALES M. THOMAS & SONS, NOS. 189 AND 14

Sale at the Auction Rooms, Nos. 139 and 141 South Fourth SUPERIOR HOUSEHOLD FURNITURE, PIANOS MIRRORS, FIRE PROOF SAFES, CARPETS, ETC.

April 21, at 9 o'clock, at the auction rooms, by catalogue, about 500 lots of superior parior, chamber, library, and dining-reem furniture; French plate mantel and pier mirrors; superior office furniture; bair mattresses, feather beds, boleters and pillows; fine china and glassware; sewing machines; stoves; velves, Brussels, and other carpets etc. A large and general assortment of household incriture.

PIANOS

Also, two superior resewood 7-octave plano-fortes, made by J. & C. Fischer and McCammon.

FIELE-PROOF SAFES.

Also, two superior fire-proof safes, made by Evans & Watson

Also, 53 Panel Doors (new).

Superior Walnut Twenty-first street.
Superior Walnut Parlor, Dining Room.
And Chamber Furniture, French Plate Oval
Pier Mirror, Fine English Brussels and other Carpets, etc.

Pier Mirror, Fine English Brussen and Speeds, etc.

On Friday Morning.

April 22, at 10 o'clock, at No 333 South Twenty-first street, above Pine street, by catalogue, the superior furniture, convered with crimson reps; wainut centre and bouquet tables, fine marble tops; fine French plate oval pier mirror, walnut frame; 2 suits fine lace and reps curtains; fine engravings; mabogany extension table; o'led wainut buffet, fine Italian marble top and mirror back; 2 suits wainut chamber furniture; 2 walnut wardrobes; fine hair mattresses; mabogany secretary and bookcase; fine English Brussels and other carpets; kitchen utensils, etc.

4 20 2t

SCOTT'S ART GALLERY AND AUCTION COMMISSION BALESROOMS. B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10 o'clock.
Particular attention paid to Out-door Sales at moderate rates. GREAT SUCCESS OF BARLOW'S PUBLIC SALES OF SUPERIOR NEW AND FIRST CLASS FURNITURE.

OF SUPERIOR NEW AND FIRST CLASS FURNITURE.

FIFTEENTH SALE.

On Friday Morning.

April 22. at 10 o'clock, will be seld, by catalogue, another superb and magnificent stock of superior new furniture, comprising all kinds and styles of parior, chamber and library furniture in great variety, hat racks, etageres, toilet stands, easy chairs, music stands and casels, pisno stools, wardrobes, buffets in oak and wainut, parlor tables (great variety), ladies' work tables, tounges, mattresses, mirrors, etc., etc. All goods warranted as represented, or no sale. Goods sold at this establishment are accompanied by a written guarantee to be the best manufactured in the city, and all from celebrated makers. The public are invited to call and examine our large and elegant stock before buying elsewhere, and not to confound this superior assortment with the usual auction goods. The great crowds who attend and buy at these sales is a sufficient evidence of the merit of the goods sold. Purchasers can have their furniture packed on the premises and shipped to any part of the United States. Catalogues ready Thursdayafternoon. 4 20 ft.

GEO. C. REUKAUFF'S THIRD ANNUAL SPRING SALE OF FRENCH PLATE MANTEL AND PIER MIRRORS, CHAMBER GLASSES, BOUQUET TA-BLES, ETC. BLES, ETC. On Monday Morning.

25th instant, at 19 o'clock, without the least re

4 20 4.

FOREIGN AND AMERICAN PAINTINGS.
On Monday 5 vening,
25th inst., at 3/ before 8 o'clock, the unsurpassed collections. 25th inst., at M before 8 o'clock, the unsurpassed collection, embracing works of art by the following artists:

Carl Hubner, C. M. Webb, H. Herzog,
Jerome Thompson, Chas. A. Sommer, E. D. Lowis,
George Earl. J. Wainwright, H. Von Seben,
I. J. Fennimore, W. D. Washington, A. Gerlach,
Koningh, H. Beckmann, H. Vansberg,
J. Moutagny, L. B. Thomas, O. Baum,
G. Navier, C. Kronberger, O. Egbert,
and others.

FBAMED CHROMOS, ENGRAVINGS, ETC.
On Tuesday Evening,
26th inst., at 1/2 before 8 o'clock, a large collection of the
atest chromos, engravings, etc. Salo positive. 420 5t

latest chromos, engravings, etc. Sale positive. 480 5t

PHILADELPHIA, April 16, 1876.

Mr. B. Scott, Jr.

Dear Sir:—Having, after twenty-nine years of unceasing labor, come to the conclusion to retire from business, do now purpose to dispose of at public auction my entire STOCK OF FURNII URE, which I desire you to sell without the least reserve, on WEDNESDAY and THURSDAY, April 27th and 28th. I think it quite unnecessary for me to speak about the quality of the goods I produce; only to say that my work is all hand-made and guaranteed the best—no machinery being used in the establishment—and will be found upon examination to speak for itself. The stock will be on exhibition at my wareroums, No. 1398 Chesnut street, three days previous to the sale.

Respectfully yours,

P. S.—I would particularly call the attention of the public to the above.

[4 18 9t]

B. SCOTT, JR.

MARTIN BROTHERS, AUCTIONEERS, —
(Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Miner; PEREMPTORY SALE OF A COLLECTION OF FINE MODERN OIL PAINTINGS. On Thursday Morning and Evening, At the Auction Rooms, No. 704 Chesnut street, without reserve, a Collection of Uil Paintings, pleasing subjects, by popular artists.

Administrator's Peremptory Sale at the Auction Rooms, No. 704 Chesnut street. STOCK VERY FINE DIAMOND JEWELRY, FINE Gold and Silver Watches of every Quality and Descrip-tion, High Cost Watches, Opera Glasses, Camels' Hair Shawl, Silver Plate, 100 Fine Gold Pens and Holders,

On Friday Morning.

April 22, at 10% o'clock, at the austion rooms, No. 704

Chesnut street, by catalogue.

Particulars hereafter.

418 4t

BUNTING, DURBOROW & CO., AUCTION-BARK Street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK, AND FANOY CANTON MATTINGS, ETC.

On Friday Morning,

April 22, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, homp, cottage, and rng carpetings, 500 rolls red check and white matting, etc. LARGE SALE OF FRENCH AND OTHER EUROPKAN DRY GOODS,
On Monday Morning,
April 25, on four months' credit, at 10 o'clock. 4 19 5tm

SALE OF 2000 CASES BOOFS, SHOES, HATS, ETC., On Tuesday Morning, April 26, at 19 o'clock, on four months' credit. 420 5t THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1167 Sausom street, SALE OF VALUABLE PAINTINGS.
We shall hold a sale of valuable European and American Paintings in a few days. Persons wishing to have Paintings included in the sale will please notify us by Thursday.

Sele at No. 11'0 Chesnut street.

ELEGANT FIRST-CLASS CABINET FURNITURE, WALNUT AND GHIT FURNITURE, DECKER Piano Forte, fine Carpets, Fronch-plate Mirrors, Sewing Machines, Spring and Hair Mattresses, Silver-plated Ware, Ltc.

Ware, Etc.

On Friday Morning.
At ? o'clock, at the Auction Store. No. 1110 Chesnut street, will be sold at invoice of first-class Cabinet Furniture, comprising antique parlor suits, in pinsh and terry; one splendid wainut and gift suit; parlor furniture, in sreen plush; clegant wainut sideboard, with Tonnessee and white marble tops; chamber suits of various st-lea; wardrobes, bookcases; tables, etc., made by some of our best cabinetmakers.

LIPPINCOTT, SON & CO., AUCTIONEERS, On Thursday,
April 21, at 10 o'clock, on four months' credit,
LARGE PUBLITUK SALE OF FURRIGN AND DOMESTIC DRY GOODS, Hoslery and gloves, white cotton trimming, under garments, hoop skirts and corsets,
Paris fancy goods, 200 cases ladies' and misses' straw
hats and bonnets, 150 cartons bonnet, sash and trimming
ribbons, malines, crepes, flowers, etc.

On Monday,
April 25, at 19 o'clock, on four months' credit,
LARGE SPECIAL SALE OF 1999 CA 4KS BOOTS,
SHOES, AND STRAW HAT?, 4 29 4t BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, III 24 6
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

STRAW GOODS, STRAW GOODS.

First large Peremptory Sale Straw Goods, Millinery Goods, French Artificial Flowers, etc., on two months' credit.

Also, 356 cases City and Eastern made Boots, Shoes, Brogars, etc., by catalogue.

On Thursday Morning.

April 21, commencing at 11 o'clock.

T. A. MCCLELLAND, AUCTIONEER,

No. 1219 CHESSUT STREET. Personal attention given to sales of Household Purni ture at dwellings.

Fublic sales of Furniture at the Auction Rooms, No.
1219 6 HESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

IN LOUISVILLE, KY. W. GEOBGE ANDERSON.

THOMAS ANDERSON & CO.

(Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hate every

Thursday.

Thursday, Regular auction sales of dry goods, clothing, carpet notices, etc., every Wednesday and Thursday. [3 l9 cm

JOHN FARNUM & CO., COMMISSION MER O chants and Manufacturers of Conestoga Ticking, etc. No. 233 CHESNUT Street, Philadelphia. 41 wfm?