The San Great.

The London Athenaum, in reviewing a work on "The Origin and Significance of the Romances of the San Greal" that has just been published, gives the origin and definition of the word "Greal" or "Grail":-

IIn fact, one of the most curious points about the romances of this "cycle" is that we can trace, more or less distinctly, gradual yet considerable alterations in the whole tone and complexion of them. Even the very form and signification of the word "Graal" was constantly changing, and a short account of the word will at once show this, In the first place, it must be carefully noted that this word has two distinct and altogether separate sources, which at an early period were confused. A certain verse which was sung by the choir upon the altar steps (in gradibus) at the time of the performance of High Mass, was called gradale; as, for instance, in the Sarum Missal:-"Quando epistola legitur, duo pueri in superpelliceis, facta inclinatione ad altare ante gradum chori in pulpitum per medium chori ad Gradale incipiendum se præparent," etc.

From this circumstance the Antiphonarium, containing the portions thus sung by the choir, was called also Gradale or Graduate. Now it was into this very book that a certain priest (we here follow M. Paulin Paris) inserted the story of Joseph of Arimathea about the year 720, and hence this legend was naturally spoken of ever after as being contained in the Gradale. Here then is one reason why the legend had this name attached to it: the derivation of the name being, so far, from the Latin word gradus, a step. But it so happened that there was another Latin word gradale in use, which, as tes-tified by Helinand, had the significance of a dish wherein to carry delicate meats and gravy; this word was spelled grazal in old Provencal, but was afterwards shortened in the same dialect into graal. It seems to have been nothing more than a corruption of cratella, the diminutive of crater, a cup, a well-known word of Greek origin. Similar corruptions are exhibited in the French words gras, from crassus, and paelle, from patella. This Provencal graal was in Norman-French spelt great, and it was obviously easy to connect gradale, a dish, with the legend of Joseph contained in the Gradale. Hence arose, successively, various reasons for the name. First, the dish was supposed to be that in which Joseph collected the blood of Christ at the time of sepulture. Next, to give greater sanctity to the vessel, it was said to have been the same with the one which contained the bread at the Last Supper; this identity being easily proved by inventing the story that a Jew stole the bread-vessel on Maunday Thursday, and brought it to Pilate, who his hands in it before the multitude, and almost immediately after gave it to Joseph as a keepsake. But this was soon perceived to be a blunder, as the vessel containing Christ's blood should rather have been identified with the cup; and accordingly the story was duly altered, and a cup it remains to this very day, as in Tennyson's last volume of poems. The Norman-French, however, invented yet another derivation; for, by confusing great with the French gré, they said the Great was so called because it was so agreeable to the sight. Next came the invariable prefix of san, giving san greal, the Holy Grail, which was very speedily twisted into sang real, the true or very blood, in spite of the fact that the more usual signification of sang real is royal blood; and this last derivation, probably as being the latest (and therefore the falsest), is the one most generally accepted at the present

Hard to Burn.

The aged Professor Silliman took the homely-looking specimen of New Jersey coal, and said he would make a test and determine its quality. The next day the owners of the grand discovery waited on him again, eager to hear the verdict which was to make or mar their fortunes. The Professor said, with that impressive solemnity which always marked his manner:-

"Gentlemen, I understand you to say that this property is situated upon a hill topconsequently the situation is prominent. It is valuable—immensely valuable—though as a coal mine I am obliged to observe that it is a failure. Fence it in, gentlemen-fence it in, and hold to it through good and evil fortune till the Last Day; for I am convinced that it will be the best point from which to view the sublime spectacle of the final conflagration. I feel satisfied that if any part of the earth shall remain uninjured after that awful fire, it will be this coal mine of yours!' -Mark Twain.

Incidentals.

-Newfoundland has now a population of 146,636. In 1857 it had 124,288 inhabitants. -A Massachusetts paper regrets that the crowded state of its columns will not permit it to publish a furnished sketch of the life of a certain gentleman, but promises to [preserve it as material for an obituary notice.

-The Republicans of Georgia are proposing to organize young men's clubs in every county in the State. A meeting to make preliminary arrangements is to be held in Atlanta.

-The berry and fruit crops in Southern Illinois were not much injured by the late cold weather, and late accounts from Kentucky

that the reports of the damage done in that State were exaggerated. -A gay old married gentleman in Erie, Penn.

seventy years of age, ran away with his neighbor's wife last week, but deserted her before they reached Cleveland, taking with him all the money the woman had appropriated from the large wealth of her lawful husband.

-Moved by Governor Alcorn's proclamation for a day of thanksgiving in Mississippi, a Democratic paper in that State quotes from the Psalms thus: "They that carried us away captive required of us mirth, saying, Sing us one of the songs of Zion."

-A Louisiana paper hastens to inform its readers that "the political kettle" has been placed on the fire of public opinion, and though now only simmering and murmuring its mono-tonous song, will ere long boil and bubble, and throw forth volumes of steam.

-The New Orleans Commercial Bulletin has discovered that the liberation of the Southern slaves has very greatly added to the per capita coffee-consuming capacity of the South. While in servitude the negroes, it says, lived lazy and indolent lives, but in their new freedom, with its responsibilities, they have realized the want of such an energizing and thought-sustaining agent as coffee.

-A very temperate writer in a temperance paper mildly expresses himself thus: - 'The man who pledges to the health and happiness of the company present in a glass of intoxicating liquor, of any variety, is in fact a double D. D., in one sense at least-a Devil's Decoy Duck, by whom Satan purposes to lure thoughtless men on successively to Drinking, Drunkenness,

Death, and Damnation." -The Pittsburg (Va.) Courier propounds and answers questions in this astounding way:-"Heard you that long and angry yell?" Did the earth as if smitten with convulsions tremble beneath your feet? What was it? It was a groan from the soul of Radicalism. And what is it, pray tell us, that has excited the wrath of this fanatical conglomeration?" It was the re-ception tendered Lee in North Carolina and Georgia-Lee, who, "great in war, has been

greater still in misfortune," and "has not

dwindled into a sour and simpering croaker. -In view of the numerous subsidizing schemes before Congress, the Indianapolis Journal suggests that a company be subsidized, which shall undertake, on behalf of the American people, and for the glory of this country alone, to discover the pot of money at the point where the rainbow rests upon the ground, Congress to grant the company about ten or twenty million acres of land, accompanied with a guarantee of the principal and interest of five millions of llars of the company's bonds, secured by a first mortgage on the money-pot-to be fore-closed when found.

REAL ESTATE AT AUCTION.

PUBLIC SALE OF VALUABLE PROPERTY ON THE GREEN BANK, BURLINGTON, N. J., late of Charles Chauncey, Esq., deceased. Will be sold at Public Sale, on the premises, on THURSDAY, May 12, 1879. No. 1. The three-story brick Mansion and large lot of Ground, fronting the river Delaware, between Wood and Taibot streets, adjoining General Edward B, Grubb and John D. Abercrombie, Esq., having a front of about 210 feet on the river, and extending back to Pearl street. The house is three stories, built of brick, has two parlors, large dining room, two kitchens, waiter roots and for algorithms are also between the stories of the stories and the stories are the stories are the stories and the stories are the stories are the stories and the stories are the stories room, and ten sleeping rooms, hydrant water, hot

and cold baths, gas, range, etc.

The situation is one of the most beautiful on the river, with fine views up and down and of the opposite shore, the lawn extending to the water edge, with a stone wall along the whole front. The house is surrounded with large shade trees, and the garden and grounds are laid out in a tasteful manner, with many rare and beautiful trees, and the entrance to the mansion is laid with a beautiful tessalated pave-

No. 2. Is a large lot of ground on Pearl street, op-No. 2. Is a large lot of ground on Pearl street, opposite No. 1, having a front on Pearl street of about 500 feet, and in depth about 116 feet on Talbot street. On this lot is the gardener's cottage, stable, and carriage house, hot houses, and is well stocked with fine fruit trees, including pear, plum, and fig. Also, grape vines of the usual varieties.

No. 3. Also a large lot at the southwest corner of Pearl and Talbot streets, having a front of 275 feet on Pearl street by 216 feet on Talbot street, bounded by heirs of Dr. Cortlandt Van Rensselaer. The above premises are about two squares from the steamboat landing and railroad station, and the same from St. Mary's Hall, one of the best female seminaries in the United States, under the charge of Bishop Odenheimer, who resides on the Green

Bank, and being only one hour's ride from Philadel-phia and three from New York, and almost hourly, make this a most desirable residence. Sale to commence at 3% o'clock P. M., on the arrival of the cars from Philadelphia. Terms, one-half cash, balance on mortgage, payable in one or two years. \$200 to be paid down on No. 1, and \$100 on Nos. 2 and 3, when sold.

YRANKLIN WOOLMAN, Agent,
No. 70 HIGH Street,
Burlington, New Jersey, April 22, 1870.

GOVERNMENT SALES.

GOVERNMENT SALE OF CLOTHING AND STORES.

DEFUTY QUARTERMASTER-GENERAL'S OFFICE,) PHILADELPHIA, April 26, 1870, f Will be sold at Public Auction, at Schuylkill Ar-senal, on THURSDAY, May 26, 1870, commencing at 10 o'clock A. M., under the direction of Captain William H. Gill, Military Storekeeper, United States Army, a large lot of unserviceable and damaged Clothing, Camp and Garrison Equipage, and Quar-termastry Stores consisting of

termaster's Stores consisting of 1,587 Blankets (woollen), 1,156 Uniform Coats,

15,011 Uniform Jackets. 88 Great Coats, 445 Sack Coats,

4.312 pairs Trowsers, 125 pairs Drawers, ,073 Flannel Shirts,

77,602 pairs Stockings, 211 Forage Caps, 606 pairs Boots, 606 pairs Boots, 7,903 pairs Bootees,

5,000 Shelter Tents,

2,800 Canteens, 4,304 Knapsacks (strapped), and other articles.
TERMS CASH, payable in United States cur-

All property purchased must be removed within All property parchasers five days.

Goods will be sold in lots to suit purchasers.

Catalogues will be furnished on application at this office, or at the office of Captain Gill, Schuylkill Arsenal, or at the auction rooms of M. Thomas & Sons, Nos. 139 and 141 South Fourth street.

STEWART VAN VLIET.

Sons, Nos. 139 and 141 South Fourth street. STEWART VAN VLIET. Deputy Quartermaster-General and Brevet Major-General United States Army. 4 26 6t

COVERNMENT SALE. At the AUGUSTA ARSENAL, near Augusta, Georgia, on WEDNESDAY, May 25, 1870, there will be sold at Public Auction, commencing at 10 o'clock A. M., the following property, viz:-

3 Iron Cannons. 335 Springfield Rifle Muskets. 105 Sharp's and Burnaide's Carbines, 2 Navy Revolvers (Confed. Manuf.) 6500 Parts of Sets of Infantry and Cavalry Accou-

trements. 2000 spare parts of small Arms.

142 Cavalry Saddles. 450 Curb Bridles and other parts of Horse Equip-146 Horse Blankets.

89 Surcingles.
75 pairs Spurs and Straps.
2000 rounds Carbine Cartridges.
2,574,168 Percussion Caps for Muskets.
4 Shot Guns.
4 Shot Guns. 318 parts or Artillery, Harness and Equipments.

518 parts of Artificity, 5500 lbs, Wrought Iron, scrap. 318 lbs, Cast Iron, scrap. 2 sets Mule Harness. A lot of small articles, including a quantity of second-hand Blacksmiths', Carpenters' and Harness

makers Tools.
A quantity of Shovels. Spades, Scythes, Grindstones, Wheelbarrows, etc.

1 portable Steam Engine, 2 horse power.
1 Chain Lathe, 24 horse swing.
1 Screw Lathe, 18 horse swing.
1 Strew Lathe, 18 horse swing. 1 Slide Rest Lathe, 46 lbs. Phosphorus, gross weight. 500 lbs. Refined Chlorate of Potassa.

55 gallons Green Turpentine. The Phosphorus and Chlorate of Potassa are of

Terms of sale.—Cash on day of sale.
D. W. FLAGLER, Capt. of Ordnance, Brevet Lt. Col. U. S. A. 6t Commanding Augusta Arsenal.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE Sts., PHILADELPHIA, WHOLESALE DRUCCISTS,

Importers and Manufacturers of WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, BTC. AGENTS FOR THE CELEBRATED FRENCH

ZINC PAINTS. Dealers and consumers supplied at lowest prices

M. MARSHALL, DRUCCIST AND CHEMIST. AND WHOLESALE DEALERS IN PAINTS, OILS. GLASS. AND PATENT MEDICINES,

GENT.'S FURNISHING GOODS. PATENT SHOULDER-SEAM

Nos. 1301 and 1303 MARKET St.

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWEES made from measurement at very short notice.
All other articles of GENFLEMEN'S DRESS
GOODS in full variety.

WINCHESTER & CO., No. 706 CHESNUT Street.

DIVORCES. A BSOLUTE DIVORCES LEGALLY OB-tained in New York, Indiana, Illinois, and other States, for persons from any State or Country, legal every-where; desertion, drunkenness, non-support, etc., suffi-cient cause; no publicity; no charge until divorce ob-tained. Advice free. Business established fifteen years Address, M. HOUSE, Attorney, 321 3m No. 78 NASSAU Street, New York Oity

JET GOODS, NEWEST STYLES, DIXON'S

RAILROAD LINES.

FOR NEW YORK .- THE CAMDEN

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

FROM WALNUT STREET WHARF.
At 6-20 A. M., via Camden and Amboy Accom...\$2-25
At 8 A. M., via Cam, and Jersey City Ex. Mail... 8-00
At 2 P. M., via Camden and Amboy Express.... 8-00
at 6 P. M., for Amboy and intermediate stations.
At 6-28 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and points cn R. and D. B. R. R.
At 8 and 16 A. M., 12 M., 9, 3-30, and 4-30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 8:30, 4:30, 6, 7, and 11:30 M., for Edgewater, Riverside, Riverton, Paimyra, and Fish House, S.A. M. and T.P. M. for Riverton.
The 11-20 P. M. line leaves Market Street Ferry,

At 7:30 A. M., 2:30, 3:20, 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 Tribtown. At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 730 and 1045 A. M., 230, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 850 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9:50 and 11 A. M., 1:20, 4, 6:45, and 12 P. M.

New York Express Lines, via Jersey City. Fare, 83:95. 83 25. At 11:50 P. M., Emigrant Line. Pare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:35, and 12 P. M., At 7, 9:30, and 11 A. M., 6, 6:45, and 19 P. M., for

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9 so A. M., 645 and 12 P. M. Lines will run

daily. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINE FROM RENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Strouds-

At 11 A. M. from West Philadelphia Depot and 5 P. M., from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. ediate stations

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. ROADS.
FROM MARKET STREET FRRRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 8-30, 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, Smithville, Ewansville, Alloward Cooksand 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 NORRISTOWN RAILROAD.
TIME TABLE.
On and after THURSDAY. April 21, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9.05, 10, 11, 12 A. M.,
1.20, 2, 3½, 3½, 4, 4½, 5.05, 5½, 6, 6½, 7, 8, 9.20, 10.05,
11, 12 P. M.
Leave Germantown 6, 6 55, 7½, 8, 8.20, 9, 10, 10.50,
12 A. M., 1½, 2, 3, 3.40, 4½, 5, 5½, 6, 6½, 7, 8, 9.20,
10, 11 P. M.
The 8.20 down train, and 3½ and 5½ up trains,
will not stop on the Germantown Branch.
ON SUNDAYS. ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2, 4.05, 7, and

10% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia 5, 8, 10, and 12 A. M., 2, 3%, 5%, 7, 9·20, and 11 P. M
Leave Chesnut Hill 7·10, 8, 8·40, and 11·40 A. M., 1·40, 3·80, 6·40, 6·40, 9, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ 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 6·55, 9, and 10·50 A. M. and 2·40 P. M. trains from Germantown will make

3:50 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOUKEN AND NORRISTOWN. Intersection Station.

FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6. 7%, 9, and 11 95 A. M., 1%,
3, 4¼, 4, 5½, 6½, 8 95, 10, and 11¼ P. M.
Leave Norristown 5½, 6 25, 7, 7½, 8 50, and 11 A.

M., 1½, 3, 4½, 6½, 8 and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11 95 A. M., 1½,
3, 4½, 5, 5½, 6½, 8 95, 10, and 11½ P. M.
1 eave Manayunk 6, 6 55, 7½, 8 10, 9 29, and 11½
A. M., 2, 8½, 5, 6½, 8½, and 10 P. M.
1 eave Manayunk 7½ A. M., 1½, 6½, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
1 eave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
Leave Philadelphia 7½ A. M., and 5 P. M.
Leave Phymouth 6¾ A. M. and 4½ P. M.
The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's
Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Consho

stop only at School Lane, Manayunk, and Consho Passengers taking the 7, 9.65, 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 connect with the 116 and 920 P. M. trains from 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, 1862.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), 85 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, San 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.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M.

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., 2-15, 4-40, and 5-25 P.M. From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

S-10 P. M.
From Abington at 2-35, 6-45, 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 sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.

11 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 8-60 A. M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11 45 A. M., Woodbury Accommodation. 3-15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5-45 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 Camden daily at 12 o'clock noon. 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.

3-15 WM. J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILROAD-GREAT TRUNK LINE from Philade'phia to the interior of rennsylvania, the Schuylkill, Susquenanna, Gumberland, and Wyoming Valleys, the North, North-

west, and the Cavadas.

SPRING ARRANGEMENT

Of Passenger Trains, April 18, 1870.

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

MORNING ACCOMMODATION. MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all latermediate stations, and Allentown. Heturning, leaves Reading as 0:35 P. M.; arrives in Phisadelphia at 9:25 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carrisle, Chambersburg, Hagerstowp, etc.

bersburg, 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 Lebsnen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuyikill and Susquenana trains for Northumberland, Williamsport, York, Cham

bersburg, Pinegrove, etc. AFTERNOON EXPRESS. AFTERNOON EXPRESS.
Leaves Philadelphia at 3:50 P. M. for Reading,
Potteville, Harrisburg, etc.: connecting with Read
ing and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION. Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in rhiladelphia at 8.40 A. M. Returning, leaves rhiladelphia at 4.00 P. M.; arrives in Pottstown at 6 15 P. al. REALING AND POTTSVILLE AUCOMMODA-

TION.

Leaves Pottsville at 5 40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at 0-40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Phila-delphia at 1 P. M. Afternoon trains leave Harris-burg at 2.05 P. M., and Pottsville at 2.45 P. M., ar-riving at Philadelphia at 6.45 P. M. Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connect-ing at Reading with Afternoon Accommodation routh at 6.35 P. M., arriving in Philadelphia at 6.25 P. M.

Market train, with a passeeger car attached leaves Philadelphia at 1230 room, for Reading and all way stations; leaves Pottsville at 540 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 Pottsville at 8 A. M., and Philadelphia at 8-15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M.

4.25 P. M CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.
PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M., 12-80, and 4-00 P. M. trains from Philakelphia, re-turning from Schwenksville at 8-05 A. al., 12-45 noop, and 4-15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE 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.

7-00 and 11-00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leave New York at 9-00 A. M. and 5 00 P. M.,
passing Reading at 1-45 and 10-05 P M., and connecting at Harrisburg with Pennsylvania and
Northern Central Asilroad Express trains for
Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittaburg at 5-35 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 6-35 P. M. Sleeping cars accompany these trains through between Jersey City and

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 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 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, Tremont, and Brookside, returning from Harrisburg 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., 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 Pottstown 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, 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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, 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 caros entitling themselves and wives to tickets at hall 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 stream. streets.
FREIGHT.—Goods of all descriptions forwarded

to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the biladelphia Post Office for all places on the road and its branches at 5 A. M., ard for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4 35 A. M., 12 30 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

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-

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

NUT, as follows:—FROM PHILADELPHIA.
645 A.M., for B. C. Junetion, stops at all stations.
715 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 West Chester 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 west
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.

FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations.
6-20 A. M. from West Chester stops at all stations.
7-40 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.
8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from West Chester stops at all stations,
1-05 P. M. from West Chester stops at all stations,
1-05 P. M. from B. C. Junction with P. & R. C. R. R.
1-05 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, 8topmences running on and after June 1st, 1870, stop ping at all stations. ON SUNDAYS,

ON SUNDAYS,

S-65 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. E.

2-20 P. M. for West Chester stops at all stations.

7-20 A. M. from West Chester stops at all stations.

4-20 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. E.

W. C. WHEELER Sup't,

ONE DOLLAR GOODS FOR 95 CENTS, to larted) DIA Ch'b, No. 21 S. KIGHTH Street.

RAILROAD LINES.

DHILAWELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, APRIL 4, 1870.
Trains will leave Depot, corner of Broad street
and Washington avenue, as follows:—
Way Wail Trains at #30 a. M (Sundaysonapped).

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 Rallroad and Maryland and Delaware Rallroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Jurchester and Delaware Railroad, at Seaford with Jurchester and Delaware Railroad. road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

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

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

Night Express at 11'30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Lin-

more and Washington, stopping at Chester Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, 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 Leave Philadelphia at 11.00 A. M., 2.30, 5.00, and co P. M. The 5 to P. M. train connec s with Dela-ware Railroad for Harrington and intermediate 7.00 P. M 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 Failadelphia. The 7-15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6 45 A. M. and 4 90 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Con-

tral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 7:40 A. M., Express; 2:25 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, Per-ryville, Charlestown. North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

On Sundays, leave Philadelphia for West Grove

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M.

Through tickets 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, 1869.
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 because of the property of the prop fore its departure. The Chesnut and Walnut streets cars run within one square of the Depet. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesny 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 EPOT, VIE :-

Parkesburg Train......9:10 A. M.

 Fast Line
 940 A. M.

 Lancaster Train
 1255 P. M.

 Erie Express
 1255 P. M.

 Southern Express
 700 P. M.

 Lock Haven and Elmira Express
 700 P. M.

 Pactic Express
 425 P. M.

Hacite Express. 425 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 Depot. Ticket Agent at the Dep 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 Erie Rail-

road run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD. MAIL TRAIN leaves Philadelphia - 9.85 P. M.

Williamsport - 7.40 A. M.

arrives at Erle - 8.20 P. M.

ERIE EXPRESS leaves Philadelphia 11.40 A. M.

Williamsport - 9.00 P. M.

arrives at Erie - 10.00 A. M.

ELMIRA MAIL leaves Philadelphia - 7.60 A. M.

"Williamsport 6.00 P. M.

arrives at Lock Haven 7.20 P. M.

BASTWARD.

MAIL TRAIN leaves Erie - 8:40 A. M.
Williamsport - 9:25 P. M.
arrives at Palladelphia 6:20 A. M. ERIE EXPRESS icaves Eric - - 400 P. M.

"Williamsport 3:30 A. M.

ELEIRA MAIL leaves Leck Haves - 8:00 A. M.

Williamsport 9:48 A. M.

"arrives at Philadelphia 6:50 P. M.

ELEIRA MAIL leaves A. Williamsport 12:26 A. M.

ELEIRA M. Williamsport 12:26 A. M. BUFFALO EXP. leaves Williamsport 12 25 A. M.

"Harrisburg - 5 20 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 Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will on and alter accepts,
run as follows:
LEAVE PHILADELPHIA, from depot of P., W.
& B. R. R. Company, corner Broad street and Wash-A D. R. R. Company, corner Broad street and Washington avenue—
For PORT 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.
Their Localize Total

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 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4:2

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
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., 1200 M., 130 P. M., 435 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 game.

General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-

GREAT SOUTHERN MAIL ROUTE,
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal
points SOUTH and SOUTHWEST. Tickets for sale,
baggage checked through to destination, and all in-

formution furnished at No. 791 CHESNUT Street, G RENTON THOMPSON, Gen Agent for Palla telpina.

General Superintendent.

AUD TION SALES M. THOMAS & SONS, NOS. 139 AND 16

Administratrix! Peremptory Sale.

Estate of Hood Simpson, deceased, N. E. carner Twenty lifth and Hamilton streets.

VALUABLE MACHINERY OF A COTTON SPIN NING AND WEAVING FACTORY.

On Monday Morning,
May 2, at 10 o'clock, at the northeast corner of Twenty-fifth and Hamilton streets, the valuable machinery. Full particulars in Catalogues three days previous teals.

BALE OF REAL ESTATE AND STOCKS, May 3, at 12 o'clock, noon, at the Exchange, will in COMMERCE STREET, No. 511 - Valuable Store. GOMMERGE STREET, No. 811—Vainable Store.
BAKER, No. 819—Rick Dwelling.
BIVER SCHUYLKILL—145-asre Farm.
JACOBY, No. 239—Brick Dwelling.
VINE, No. 233—Favern and Dwelling.
EVERRIT, above Noble—2 Dwellings and Stable.
GREEN, No. 233—Modern Rondence
ASYLUM ROAD—Country Seat, 10 acres.
FILBERT, Nos. 410 and 1423—Two Zeodorn Residences
LIMEKILN ROAD—Valuable Lot, 8 acres.
CATHARINE, No. 344—Gonteel Dwelling.
SPRING GARDEN, No. 253—Valuable Building.
MILL STREET, Germantown—Country Residence, 5

TENTH (Scuth', No. 609—Modern Resilience, COATES, Nos. 1025 to 1033—Livery Stable and Develling, TWELFTH and CAMILLA, S. H. corner—Tavern and SECOND and DIAMOND, N. E. corner-Three Brick BEACH and MARLBOROUGH, S. W. corner - Machine

BEACH and MARLBOROUGH, S. W. corner - Machino shop, one ine, boiler, etc.
CHRISTIAN, No. 1811 - Dwelling and large lot.
IRONT (South), No. 492 - Valuable Residence.
CALLOWHILL, No. 531 - Store and Dwelling.
VINE, No. 1116 - Modern Residence.
Pew No. 41, south aisle Central Presbyterian Church,
IS shares Union Matnal Insurance Co.
3 shares Merchants' Hotel Co.
3 shares Franklin Fire Insurance Co.
Pew No. 55, central aisle Holy Trinity Charch.
\$2500 City sixes, old, gas loan.
\$4400 Warren and Franklin Railroad 7 per cent.
\$5000 Cit Creek and Allege en Railroad 7 per cent.
100 shares Central Transportation Co.
128 shares Minchill and Schuylkill Haven Railroad.
\$4000 Phila, and Eric R. R. 7 per cent., Jan. and July.
20 shares Enterprise Insurance Co.
\$25,000 Scuth Mountain Iron Co. 7 per cent.
Sanres Steubenville and Indiana Railroad, eld. 429 34

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS,
R. SCOTT, Jr., Auctioneor,
No. III7 CHESNUT Street, (Girard Row). PERFMPTORY SALE,

Mr. CHARLES F HASRLTINE, before sailing for Furope on the 14th day of May, will sell, at his Galleries, No. 1.25 Chesnut street, on THURSDAY and FRIDAY EVENINGS, May 5th and 5th, all his UNEY VALUABLE COLLECTION OF OIL PAINT INGS AND WATER COLORS, containing specimens by the following artists. containing specimens by the following artists —
Bouthbonne, Boulwanger, Meyer Von Bramen
Desgoffo, Zamacois, Herbsthoffer,
Preyer, Prof. Ittenbach, De Jonghe,
Millner, Osw, Achenbach, Caraad,
Herzog, Meyerheim, Traver,
Traver, Bouwanger,
Zamacois,
Prof. Ittenbach,
Osw. Achenbach,
Meyerheim.
Beranger,
Lobrichon,
Kurwasseg, fils,
Paul Wober,
Van Marcke,
Zuber Buchler,
Dansaert,
Pecrus,
Laroche,
Aufray, Trayer, Verheyden, Vertin, Deshayes, Wilhelmi, De Haas, Gasalle. Hildebrandt. Boetscher, De Block, Wittkamp, Camphausen, Carl Becker. Aufray, Ramsey, Canello, Diffenbach,

Arntz,
De Vos.
Maris,
Leichert,
O. Erdmann, Marohn, Cruikshank, Junghe'm. De Brackeleer, Darro, A. R. Jones, Cebren, Schopin, Verwee, Voltz, Now on exhibition at the Galleries. DUNTING, DURBOROW & CO., AUCTIOM-DEFINE, Nos. 252 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

Arnoux,

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Monday Morning,
May 2, on four months' oresits, at 10 o'clock. 4 35 5t

Special and attractive sale of 200 cartons ribbons, by
order of Messars. Kutter. Lurkemeyer & Co. The importation of Messars. Soleliac Freres and others, comprising prising
Full lines colored round edge ribbons.
Full lines colored heavy boiled ribbons.
Full lines white and colored satin ribbons.
Full lines Nos. 4 to 300 black falle ribbons.
Full lines Nos. 4 to 500 black boiled ribbons.
Full lines Nos. 12 to 300 all boiled colored gros grain

ribbons
ALSO 100 CARTONS RICH SASH RIBBONS,
of the latest and richest styles, in broche, bayadore, and
crochet.

N B.—The attention of the entire trade is invited to
this sale, which will be the largest and lest offering of
the season. The goods are fresh and desirable, the styles
the most recherche of Paris novelties, and the qualities
imported especially with a view to the best class of
city trade.

city trade. WE WILL ADD TO THIS SALE

Paris dress goods, Lyons black and colored silks, finest
quality imported. 509 richest style Paris printed Cachemire shawls, 100 splendid quality silk shawls.

ALSO. Full lines Lyons black and colored silk satins.
Full lines superior quality colored gros de Naples.
Full lines superior quality cropes and tarlatans. 4 2025 SALE OF 2000 CASES BOO'S, SHOES, HATS, ETO. On Tuesday Morning. May 3, at 10 o'clock, on four months' credit. 4 27 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday morning, May 5, at 10 o'clock, on four months' credit. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

LARGE PERRMPTORY SALE.

VERY VALUABLE MACHINERY AND LARGE QUANTITY OF IROS AND STREEL.

RICHARD NORRIS & SON'S LOCOMOTIVE WORKS.

On Toesday Morning.

May 3, at 10 o'clock, on their premises, Seventeenth street, Fennsylvania avenue, and Spring Garden street, will be sold the entire valuable machinery and materials of those extensive works.

Catalogues now ready, and can be had at the auction store. A. MCCLELLAND, AUCTIONEER

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Farn Personal scientists given to sales of Rousehold Purnture at dwellings.

Public sales of Furniture at the Auction Rooms, No.

1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

It is

N. B.—A superior class of Furniture at private sale. MARTIN BROTHERS, AUCTIONEERS, We 704 CHESNUT Street, rear entrance from Minar.

McNICKLE'S OLD ESTABLISHED EIQUOR STORE
Corner of Sixth and South streets,
VALUABLE LEASE, GOOD WILL, STOCK AND
FIXTURES,
On Monday Morning,
May 2, at 10 o'clock, on the premises.

4 25 6t BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, 111 24 +
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

L IPPINCOTT, SON & CO., AUCTIONEER LARGE POSITIVE SALE OF BOOTS AND SHOES AND MEN'S AND BOYS STRAW HATS. On Monday Moraing, May 2d, commencing at 10 o'clock. 4 29 2t

IN LOUISVILLE, KY W. GEORGE ANDERSON & CO. THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS.

Business strictly Commission. All auction sales exclusively for cash. ively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [S 19 6m PATENTS. TENT

OFFICES FOR PROCURING Patents 'n the United States and Fo-

reign Countries, FORREST BUILDINGS. 119 S. FOURTH St., Philada., AND MARBLE BUILDINGS, SEVENTH Street, above F.

(Opposite U. S. Patent Office), WASHINGTON, D. O. H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.
Communications to be addressed to the Principal Offices
Philadelphia.

TATE RIGHTS FOR SALE. - STATE TATE RIGHTS FOR SALE, —STATE,

Rights of a squashle invention just patented, and for
the SLICING, CUTTING, and CHIPPING of dried beef,
cabbage, 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
RICHT'S for sale. Medel can be seen at TRLEGRAPH
OFFICE, COOPER'S POINT, N. J.
52715

MUNDY & HOFFMAN.

TOHN FARNUM & CO., COMMISSION MER O chants and Mannfacturers of Conestora Ticking, etc. No. 223 CHESNUT Street, Pauladel 3, 41 wim)