WINT BALLY EVENING TRLEGRAPH PARTLADELPHIA, MONDAY, MAY 9, 1870

## MINISTERS AND REAR-ADMIRALS.

To the Bliter of The Evening Telegraph. In an article headed "Ministers and Rear-Admirals," published in your paper of Friday last, you do great injustice to the officers of the navy in several particulars, but chiefly in the assumption that a large number of them believe "that it was beneath the dignity of a Rear-Admiral to obey the orders of any mere civilian, and that the upholding of the dignity of a Rear-Admiral in the United States navy was of quite as much importance in foreign waters as the protection of American citizens, or any other ittle matters of that kind."

The letter you refer to as disclosing such sentiments may have been written by an officer of the navy, and, if so, he must have been very young and very ill-informed as to the purposes for which our ships are sent abroad. The youngest midshipman does know that the protection of our citizens and our merchant vessels is the first and highest duty of our commanding officers on the high seas and in foreign waters.

It is a new thing for any complaints to be made in this direction, because in all the past our officers have been more apt to be zealous than discreet. The youngest officer knows, or eight to know, that the civil authority is above the military, and that he should always be prepared to yield ready and respectful obedience to it when legally exercised. With regard to the authority of our diplomatic functionaries abroad ever naval officers, there exists great misapprehension, and in order that your readers may understand the matter I extract the following from the "Regulations for the Navy" issued in 1865, article 107, page 17:-

The commander of a squadron, on arriving at a foreign port, is to call in person and pay the first visit to the diplomatic functionaries of the United States thereat, whose rank is of and above that of charge daffaires; and the commander of a vessel of the navy, on so arriving, is to call and first visit the functionaries of our Government thereat whose rank is of and above that of consul-general. The commander of a squadron, on so arriving, is to send a suitable officer to visit the consular officer, and tender to him a passage to the flagship; and the commander of a vessel of the navy, on so arriving, is to send an officer who is to visit the consular officer; and if he be of the rank of consul-general, to inform him of the presence of the ship and of the commander's intention to visit him, unless the latter should find it convenient to make the visit at that time; if of lower rank than consul-general, to

offer him a passage to the ship.
Article 58, page 9. Whenever a minister appointed to represent the United States abroad, or a minister of a foreign country, shall visit a vessel of the navy, he shall be received by the admiral, commodore, or commanding officer; the marine guard shall be paraded, and a salute of fifteen guns shall be fired. Article 59 A charge d'affaires or commissioner shall be received in the same manner, but the salute

shall be thirteen guns.

Article 60. A consul-general shall be received by the commanding officer and saluted with nine guns. Article 61. A consul shall be received by the commanding officer, and saluted with seven guns. A vice consult consular agent, or commercial agent,

The above-cited regulations show the official courtesies to which our representatives abroad are entitled. I think I may add that all other courtesies due their position are cheerfully accorded to them as a rule, to which the unfortunate Brazil controversy may be an exception. The question of the authority of a minister over a naval officer is settled by Article 310, p.

56, "Naval Regulations:"—
On arriving within the limits of his station on foreign service, he (the admiral) is to place himself in communication with the diplomatic agents of the Government of the United States thereabouts, and he is to afford them, on his own responsibility, such aid and co-operation in all matters for the benefit of the Government as they may require, and as he may judge to be

expedient and proper. It will be seen that a naval officer is not under the orders of a minister, and cannot be relieved of his own responsibility by the request of a minister to pursue a certain course of action, if that action should be subsequently disapproved by the Government at home. A want of harmony and good understanding between a minister and an admiral is always to be deplored, but, both being human, it must sometimes occur. It is not my intention to enter into the merits of this wretched Brazil muddle; I merely wish to deny for myself and for all the officers of the navy any such opinions as are attributed to them in the editorial article above referred to.

I am, respectfully, AN OFFICER OF THE NAVY.

[We wish our correspondent, who is a highly esteemed officer of the navy, had discussed merits of the wretched Brazilian muddle," for the conduct of Rear-Admirals Godon and Davis greatly needs some explanation to relieve them from the imputations that have been cast upon them. Neither of the reports from the Committee on Foreign Relations of the House are satisfactory in this respect, and they have the appearance of attempting to hush the matter up. From all that has been made public on the subject hitherto, we can deduce nothing that will place the conduct of the two Rear-Admirals in a favorable light, and the explanation which our correspondent complains of is the only one yet offered that appears to have any foundation. This explanation was made catensibly by an officer of the navy, and it was intended to be a defense of Admiral Davis. If any better can be offered we should be pleased to hear of it. Rear-Admiral Godon refused to give Mr. Washburn transportation when he required it, and Rear-Admiral Davis refused to go to his assistance when he represented not merely the interests of the United States and her citizens, but his own personal safety, to be in peril; and so far as we have any information on the subject, these refusals were based upon some absurd points of etiquette and an indisposition to submit to the orders of a "mere civilian." We have no disposition to do injustice to anybody, but there is something that greatly needs clearing up with regard to this affair.—ED. EVE. TEL.]

#### The Fall of Bonaparte in New Jersey.

A friend, says the N. Y. Evening Post, us a copy of a somewhat curiously printed circular which, fifty-six years ago, sum-moned the good folk of Morristown, New Jersey, to a dinner in celebration of the downfall of the Bonapartes. The signatures to the circular are those of celebrated men of their time in that place:-

"Morristown, June 9, 1814. - Sir: - Europe and the world are delivered from the tyranny and ambition of Bonaparte. The Bourbon family, to which Americans are so much in-debted, is restored to power.

"The virtuous Alexander' reigns in the affections of Europe, and possesses power equal to his will to arrest the arm of usurpation, monopoly, and injustice. A general peace must result. Philanthropy and patriotism unite to fill the bosom with joy and to dictate some expression of it. On this great occasion the gentlemen of Morris propose to assemble at Nathaniel Bull's, in Morristown, on Monday, the 13th instant, at 3 o'clock P. M., to partake of a dinner, to which they most earnestly invite you and such of your friends as you think proper to ask.

"In behalf of the gentlemen of Morris-"DAVID FORD, "SYLVESTER D. RUSSELL,

"GEORGE K. DRAKE." It is certainly something unusual to see American citizens celebrating the restoration of the Bourbons.

The "Hambletonian" Stoc Mr. William M. Rysdyk, of Chester, New York State, the owner of the celebrated stallion "Hambletonian," father of all the Hambletonian stock in the country, died on April 23d. Twenty years ago Mr. Rysdyk was a poor working man. At about that time a drover passed through Chester with an old mare and a young colt, about two years old, which attracted the attention of Mr. Rysdyk, and he purchased both animals for

\$160, borrowing the money to make the pay-

ment. The superior blood of the colt soon manifested itself, and its fame spread throughout the entire country, and realized for Mr. Rysdyk a handsome fortune. He refused an offer of \$50,000 for the animal, and built him an elegant stable, rivalling some of the handsome residences of wealthy gentlemen. In his will Mr. Rysdyk provides that the "Old Horse" shall remain in his present quarters and under his accustomed care till he dies, when his skin is to be properly prepared by some competent taxidermist and set up in the museum at Central Park, New

#### "D-n It."

That women do curse and use foul language, we have auricular proof of every in the horrible utterances of the miserable harlots who infest the square, We have heard, too, that women who call themselves virtuous, and who would shudder at the omission or transgression of any social observance-women who are ladies (! -do sometimes, when the "tyrant man" is not within earshot, allow expressions to pass their lips which are not cleanly. But when a leader in reforms-the President of one of the chief women's suffrage associations, the editor of a radical reform paper—allows herself to stoop not only to vulgarity but profanity in the columns of the paper she edits, we think it time to notice it, and to warn the weak women, the unwary women, the women who are caught by the glittering promise of more rights, of the tendencies of that roughand-tumble tussle with the world which they are suing for. Mrs. H. B. Stanton, a whitehaired matron who should be venerable; a woman brought up in a Christian household; a woman who aspires to be a leader among women, writes in the columns of her paper that she "felt in a state of mind to say D-nit!" If this is a specimen of the "purity," the "sweet-sounding influence," the "moral balance" that women are to bring into the affairs of life by being allowed "equal rights with men," we want none of them, nor will good women. -N. Y. Star.

## How Marbles are Made.

The chief place of the manufacture of 'marbles," those little pieces of stone which contribute so largely to the enjoyment of "Young America," is at Oberstein, on the Nahe, in Germany, where there are large agate mills and quarries, the refuse of which is turned to good paying account by being made into small balls employed by experts to knuckle with, which are mostly sent to the American market. The substance used in Saxony is a hard calcareous stone, which is first broken into blocks nearly square by blows with a hammer. These are thrown by the one hundred or two hundred into a small sort of mill, which is formed of a flat, stationary slab of stone, with a number of concentric furrows upon its face. A block of oak, or other hard wood, of the same diametric size, is placed over the stones and partly resting upon them. The small block of wood is kept revolving while water flows upon the stone slab. In about fifteen minutes the stones are turned to spheres, and then, being fit for sale, are henceforth called "marbles." One establishment, containing only three of these mills, will turn out fully sixty thousand "marbles" in each week.
Agates are made into "marbles" at Oberstein by first clipping the pieces neatly round with a hammer, handled by a skilful workman, and then wearing down the edges upon the surface of a large grindstone.

# A Talk with Mill.

A correspondent of the Albany Evening Journal, who has been visiting John Stuart Mill at Avignon, writes: - "I was ushered into a quaint little room with a fire-place adorned with tiles. On the hearth burned a bright wood fire. A choice selection of books stood invitingly on the book shelves. A glance revealed two or three:-The Morte d'Arthur, Kant's works, the Italian poets in their vernacular, Milton, Shakespeare, J. S. Mill, and many eminent French authorities. But here comes the man himself. Above the medium height, slender, somewhat stooping, sandy complexion, a profusion of light brown hair at the sides, entire baldness on the top of the head, a blue eye, aquiline features, side whiskers, this is all that I have time to note before the cordial greeting of the philosopher. We sit down and begin to talk. My part is simply to ask questions and to listen. By and by I find my role a difficult one to play. I am quickly questioned by one who has our country's story at his fingers' ends. Whither are we tending with a hundred different reforms? What influence have the masses upon legislation? Is this a success? Is that theory

# RAILROAD LINES .;

DHILADELPHIA AND ERIE RAILROA The trains on the Philadelphia and Eric Rail-road run as follows from Pennsylvania Railroad Depot, West Philadelphia:-MAIL TRAIN leaves Philadelphia

westward.

eaves Philadelphia 9.35 P. M.

williamsport 7.40 A. M.

rrives at Erle 8.20 P. M.

Sleaves Philadelphia 11.40 A. M.

williamsport 9.00 P. M.

arrives at Erie 10.00 A. M.

Lleaves Philadelphia 7.50 A. M.

williamsport 6.00 P. M.

arrives at Lock Haven 7.20 P. M.

BASTWARD. ERIE EXPRESS leaves Philadelphia 11:40 A.
Williamsport - 8:20 P.
Williamsport - 9:00 P.
arrives at Erie - 10:00 A. ELMIRA MAIL leaves Philacelphia - 7-50 A. Walliamsport 6:00 P. BASTWARD. MAIL TRAIN leaves Erie Williamsport - arrives at Palladelphia ERIE EXPRESS leaves Erie - - 400 P.
Williamsport 3:30 A.
arrives at Philadelphia 12 46 P. ELMIRA MAIL leaves Leck Haves - 8:00 A. M.

Williamsport 9:46 A. M.

arrives at Philadelphia 6:50 P. M.

BUFFALO EXP. leaves Williamsport 12:26 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 CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-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

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4 20 P. M., leaving Oxford at 6 65 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

CLOTHS, CASSIMERES, ETO.

# CLOTH HOUSE. JAMES & HUBER,

No. 11 North SECOND Street, Sign of the Golden Lamb, Are wreceiving a large and splendid assortment of new styles of

FANCY CASSIMERES And standard makes of DOESKINS, CLOTHS and COATINGS. [3 98 mws AT WHOLESALE AND RETAIL

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, MAY 1, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market ket 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

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 depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train 8 60 A Paoli Accommodat'n, 10-80 A. M., 12-60 and 6-50 P. Paoli Accommodat'n, 10:30 A. M., 12:50 and 6:50 P. M.
Fast Line and Eric Express 12:30 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Eric Mail and Pittsburg Express 9:45 P. M.
Way Passenger 11:20 P. M.
Pacific Express 12:00 anight.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

o'clock.

Pacific Express leaves daily. Cinciunati Express daily, except Saturday. All other trains daily, except Sunday.

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

Market street. TRAINS ARRIVE AT DEPOT, VIZ .:-Paoli Accommodat'n, 8-20 A. Bl., 3-50 and 8-26 P.
Parkesburg Train 9-00 A.
Fast Line, Buffalo Express 9-35 A.
Lancaster Train 12-55 P.
Erie Express 12-65 P.
Southern Express 7-00 P. Lock Haven and Elmira Express . 7-00 Pacific Express . 7-00 P

Lock Haven and Elmira Express . 700 P. M.
Pacific Express . 285 P. M.
Harrisburg Accommodation . 9:50 P. M.
For turther information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 981 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

owner, unless taken by special contract.
A. J. CASSATTS,
4 29 General Superintendent, Altoona, Pa.

DHILABELPHIA, 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 Mail Train at 3:30 A M. (Sundays excepted),
for Baltimore, stepping at all regular stations.
Connecting at Wilmington with Delaware Railroad
Line, at Clayton with Smyrna Branch Railroad

Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and

road.

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 Baitimore 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 Stemmer's Run.

Night Express at 11-30 P. M. (Paily), for Balti-

and Stemmer's Run.

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

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 6.00 P. M. train conneces with Dela-

ware Railroad 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 traits Sundays excepted.

Trains leaving Wilmington at 6.46 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.90 A. M. and 4.30 P. M. trains for Railtinger, Con-7.00 A. M. and 4 30 P. M. trains for Baltimore Cen-

7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Rallroad.

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.

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

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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. WINTER ARRANGEMENT.

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays exepted), as follows:—
At 8-00 A. M. (Express) for Bethlehem, Allento
Manch Chunk, Hazleton, Williamsport, Wilkesba

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 945 A. M. (Express) for Bethlehem, Raston, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, and Hazleton, At 500 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 845 A. M., 245 and 425 P. M. 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

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

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

S-10 P. M.
From Abington at 2-25, 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. 105 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
8-90 A. M., Mail for Bridgeton, Salem, Millville,
Vinciand, Swedesboro, and intermediate stations,
11-45 A. M., Woodbury Accommodation.
11-45 P. M., Mail for Cape May, Millville, Vincland, 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.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 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 Wainut street.

Freight delivery at No. 228 S. Delaware avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

8 16 WM. J. SEWELL, Superintendent.

TO JEWELLERS .- MISS B. BREINEING STRUNG PRAKI. AND CORAL JEWELRY AL-TERED AND REPAIRED, 53 SUPP RAILROAD LINES.

READING RAILROAD - GREAT TRUNK LINE PEADING RAILROAD—GREAT TRUNK LINE
Trom Philadelphia to the interior of Pennsylvahis, the Schuvikili, Sasquehanna, Cumberland, and Wyoming Vaileys, the North, Northwest, and the Caradas.

SPRING ARRANGEMENT
Of Passenger Trains, April 18, 1876.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

hours:- MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Phitadelphia at 9:25 P. M. MORNING EXPRESS.

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

bersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Allentown, 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 Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

land Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading, Potsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN AUCOMMODATION.

Leaves Fottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING 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 10:20 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 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 2:06 P. M., and Pottsville at 2:46 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:55 A. M. and Harrisburg at 4:10 P. M. Connects Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation routh at 6-25 P. M., arriving in Philadelphia at

Market train, with a passeeger 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 ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:16 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 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 5:16 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 12:30. and 4:00 P. M. trains from Philakelphia, re-

turning from Schwenksville at 8:05 A. M., 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. Persongers 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

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 Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-26 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 6-30 and 11-30 A. M., and e-50 P. M., returning from Tamagua at 8-35 A.

M., and 140 and 4 50 P. M., returning from Tamaqua at 8:35 A.
M., and 140 and 4 50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8:55 A. M. for Pinegrove

Trains leave Auburn at 8:05 A. M. for Pinegrove and Harrisburg and at 12:10 noon for Pinegrove, Tremont, and Brockside, returning from Harrisburg at 3:40 P. M., from Brockside 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 to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

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 and firms.

and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill 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 Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 1230 neon, 5 and 7:15 P. M., for Reading, Lebrary Harrishney, Postswills 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, THIRTY-FIRST and CHES-

NUT, as follows:—
FROM PHILADELPHIA.
645 A.M., for B. C. Junction, 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. 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.

2:30 P. M. for West Chester stops at all stations,
4:15 P. M. for R. C. Junction stops at all stations.
4:45 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 th 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.
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.

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.
10-5 P. M. from B. C. Junction stops at all stations.
10-5 P. M. from West Chester stops at all stations.
10-5 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.
10-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
10-50 P. M. from B. C. Junction. This train commences running on and after June 1st 1870 stops. ces running on and after June 1st, 1870, stop-

ping at all stations.
ON SUNDAYS, ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations, connecting at B. C. Janction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
7-30 A. M. from West Chester stops at all stations.
4-50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEKLER Sup't.

ONE DOLLAR GOODS FOR 95 CENTS, to initial) DIA ON'S, No. 21 S. RIGHTH Street.

AUDTION SALES. A. MCCLELLAND, AUCTIONEER

NO. 1219 CHESNUT STREET. Perconal attention given to sales of Household Furnture at dwellings.

Public rates of Furniture at the Auction Rooms, No. 1819 CHESN IT Street, every Monday and Thursday.

For particulars see Public Ledger.

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

Sale at No. 317 South Seventh sirect.

HANDSOME WALNUT PARLOR AND CHAMBER
FURNITURE, Flegant French Plate Pier Mirror, with
walnut frame, Fine Brussels and Ingrain Carpets,
Sideboard, Bookcase, English Oil Clotas, Kitchen
Utensils, etc.

On Tuesday Morning. On Tuesday Morning,
May 10, at 10 o'clock, by catalogue, at No. 317 South
Seventh street, the entire superior furniture.

5.7.24 MARTIN BROTHERS, AUCTIONEERS,

Sale at the Auction Rooms,
SUPERIOR FURNITURE, ROSEWOOD PIANO
FORTE, MIRRORS, LILLIE FIRE AND BURGLAR
Proof Safe, Bookcases, Secretaries, Design and Office
Furniture, Chan and Giassware, Brussels and other
Carpets, Maturesses and Bedding, Plated Ware, etc.
On Wednesday Merning,
May II, at 10 o'clock, at the Auction Rooms, No. 704
Chesput street.

(Lately Salesmen for M. Thomas & Sons.) No. 704 OHESNU I Street, rear entrance from Mines.

Peremptors Sale
FINE MODERN OIL PAINTINGS.
On Thursday Evening.
May 12, at 7% o'clock, at the Salesto-m, No. 74 Chasnut street, by catalogue, a collection of fine modern Oil Paintings, embracing many pleasing subjects by native and foreign artists.
On exhibition on the day of sale.

5938

PEREMPTORY SALE TO THE TRADE.
BLANKWORK AND STATIONERY.
On Friday Morning.
May 13, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, an extensive assortment of Blankwork and Stationery of every description. Fine writing and wrapping papers, gold and steel pens, fine cutlery, fancy goods, photograph albums, fine latter, foolscap, note, and hillet papers: first-class blank-books, full and half-bound, pencils, etc.

57 5t

AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sausom street

Sale at No. 1029 Mount Vernon street.

HOUSTHOLD FURNITURE, ROSEWOOD PIANO,
7-UCTAVE, BY GABLER: OVAL FRAME PIER
GLASS, BRUSSELS, INGRAIN, AND VENETIAN
CARPETS; CHINA, GLASSWARE, ETO.
On Wednesday Morning,
Map 11, at 10 o'clock, at No. 1039 Mount Vernon street,
will be sold the entire Furniture and Carpets of a family
declining housekeeping, comprising—Medallion hair
cloth parlor suit; resewood piano-forte; pier glass; walnut chamber, library and dining-room suits; hair and
spring mattresses; cottage suit; carpets; kitchen furniture, etc.

ture, etc.

The furniture is nearly new and well made.

Can be examined after 8 o'clock on the morning of sale.

The house is to rent. BY BARRITT & CO., AUCTIONEER

CASH AUCTION HOUSE, [11 24 ]

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge.

IPPINCOTT, SON & CO., AUCTIONEER,

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, 1870. 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. Grabb 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
room, and ten sleeping rooms, hydrant water, hot 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 oppo-site shore, the lawn extending to the water edge, site shore, the lawn extending to the water engo, 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-

ment.
No. 2. Is a large lot of ground on Pearl street, opposite No. 1, having a front on Pearl street of about 360 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. 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 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 3½ o'clock P. M., on the arrival of the cars from Philadelphia. Terms, one-half cash, balance on mortgage, physicle in one or two years. \$200 to be paid down on No. 1, and \$100 on

Nos. 2 and 3, when sold, when sold, FRANKLIN WOOLMAN, Agent, No. 70 HIGH Street. Burlington, New Jersey, April 22, 1870.

RAILROAD LINES.

PHILADELPHIA, 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, 34, 34, 4, 45, 5-05, 55, 6, 65, 7, 8, 9-20, 10-05,
11, 12 P. M.
Leave Germantown 6, 6-55, 75, 8, 8-20, 9, 10, 10-50,
12 A. M., 114, 2, 3, 3-50, 45, 6, 51, 6, 55, 7, 8, 9-20,
10, 11 P. M.
The 8-20 down train, and 3% and 5% up trains,
will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 95, A. M., 2, 4-05, 7, and
10% P. M.
Leave Cermantown at 85, A. M., 1, 3, 6, and 936

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia 6 8, 10, and 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 P. M
Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,

140, 3:80, 5:40, 6:40, 9, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and 7 P. M.
Leave Obesnut Hill at 7:50 A. M., 12:40, 5:40, and Passengers taking the 6:55, 9, and 10:50 A. M. and 3 to P. M. trains from Germantown will make close connections with the trains for New York at

FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia of 74, 9, and 11 05 A. M., 13, 8, 414, 4, 614, 614, 8:05. 10, and 1134 P. M. Leave Norristown 51, 6:25, 7, 734, 3:50, and 11 A. M., 114, 3, 414, 614, 8 and 914 P. M. ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 234, 4, and 734 P. M.

Leave Norristown 7 A. M., 1, 5 4, and 9 P. M.

FOR MANAY UNK.

Leave Philadelphia 6, 734, 9, and 11 05 A. M., 134, 3, 434, 5, 634, 656, 806, 10, and 1134 P. M.

Leave Manayunk 6, 6 55, 736, 8 10, 9 20, and 1134 A. M., 2, 334, 5, 636, 836, and 10 P. M.

Leave Philadelphia 9 A. M., 234, 4, and 734 P. M.

Leave Philadelphia 734 A. M., 234, 4, and 3 P. M.

Leave Philadelphia 734 A. M. and 3 P. M.

Leave Philadelphia 734 A. M. and 3 P. M.

Leave Philadelphia 734 A. M. and 434 P. M.

The 734 A. M. train from Norristown will not

The 7% A. M. train from Norristown will not step at house's, Potts Landing, Homine, or Schur's Lane. The 5 P. M. train from Philadelphia will step only at School Lane, Manajuck, and Consho Passengers taking the 7, 9:65, and 11 A. M. and P. M. trains from Nieth 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 1-15 and 9 2) P. M. trains from Germantown to Ninth and Green streets.

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

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9 25 A. M. and 4 25 P. M., on arrival of trains from Baltimore.

OXFORD at 6:05 A. M., 10:35 A. M., and 5:30 P. M.,
CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 P. M.,

CHADD'S FORD at 126 A. M., 130 M., 130 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 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, loggoge checked through to destination, and all information furnished at No. 721 CHESNUT Street. Masonic Hali, G. RENTON THOMPSON, Gen. Agent for Philadelphia.

AUD TION BALES. M. THOMAS & SONS, NOS. 189 AND 16

BANDSOME FURNITUBE, PIANO, ELEGANT BRONZE AND GHA CHANDELIERS, FIVE elegant Freech-plats Mantel and Pier Mirrors, rich Medallion Velvet, English, Brussels, and other Cartes her.

May 10, at 10 o'clock, at No. 1331 Arch street, by cata-May 10, at 10 o'clock, at No. 1231 Arch street, by catalegue, the handsome furniture, comprising walnut parlor furniture, covered with hair cloth; walnut centre and broquet tables; five clerant French-plate mantel and pier mirrors, chony and gilt frames; mano-forte made by Meyer; walnut hall furniture; walnut and oak dining-room furniture; reserved string-room furniture; covered with reps; maker any chamber furniture; fine curled hair mattresses fine teather beds, bolsters, and pillows; mahogany secretary and bookcase; mahogany wardrobe; rich medallion velvet, English brussels, and other carpets, sec. Also, the elegant bronze and gilt chandeliers and gas brackets.

Most of the furniture was made by Moore & Chen. plon.

572t

SALE OF REAL ESTATE AND STOCKS, THIRD STREET (South), No. 6:5-Tavern and Dwell THIRTY-SIXTH AND HAVERFORD STREETS

THERTY-SIXTH AND HAVERFORD STREETS

N. R. corner-Residence.
PASSYUNK BOAD, near Broad atreet—Let My acres
BODINE STREET, No. 1826-3 Brick Dwellings.
BECOND STREET (South), No. 227-Brick Building.
CHESTER COUNTY, PA.—Country Seas and Facin,
185 acres, near Street Road Station.
KERR STREET. No. 496-Brick Dwelling.
SEVENTH (North), No. 419-Brick Dwelling.
ALIER STREET, No. 1250-Two Brick Dwelling.
RICHMOND STREET, No. 17-8 Store and Dwelling.
FRIEDLANDER STREET, No. 147-Brick Dwelling.
LOMBARD STREET, No. 1629-Brick Dwelling.
BODINE STREET, No. 1629-Brick Dwelling.
SECOND STREET (South), Nos. 242, 2425, 244, and 246
Two Brick Stores. Two Brick Stores.
SECOND STREET (South), No. 314—Sters and Dwelling and 5 Brick Dwellings.
SIXTEENTH AND STILES STREETS, N.W. corner—

tore and Dwelling.
MARSHALL STREET, No. 457—Brick Residence.
FILBERT STREET, No. 529—Five Brick Dwellings,
FORTY-FOURTH STREET, North of Radline—Brick Cettage.
FIZWATER STREET, No. 812-Hotel and Dwelling.
LOMBARD STREET, No. 1842-Store and Dwelling.
TULPEHOCKEN STREET (Germantown), S. W. e Adams street—Handsome Residence.
BENSON STREET (Camden, N. J.), No. 3:1-3tone Cottage, TWELFTH STREET, north of Cherr; -Lot, 113/2 feet HAVERFORD ROAD AND FORTY-THIRD ST. W. corner-Lot.
FORTY THIRD STREET-Lot adjoining the above.
WALNUT AND COPE STREETS, N. E. corner-Large Lot.
THIRTY-FIFTH STREET, north of Powelton avenue

Crurch and Lot.
SLOAN STREET, north of Filbert-Dwelling.
MONTGOMERY COUNTY, PA.-Mill Road Country Place, & acre.
GROUND-RENT, \$45 a year (Irredeemable.)
NINTH STREET (South), No. 667—Brick Dwelling.
NINE1 EENTH (No.th), No. 141—Modern Residence.
ATLANTIO COUNTY, N J.—Tract of Land, 29 acres.

nd Lot. EIGHTEENTH (North), No 375-Modern Dwe ling. TWELFTH STREET (North), No. 445-Brick Resi dence
Pew No. 83, St. Mark's Church.
Pew No. 23, middle block, south aisle, fifth sitting, St.
Luke's Church.
1 share Foint Breeze Park.
Box stall, No. 16, Foint Breeze Park.
850c0 Camden and Atlantic Railroad second mortgage, 7
per cent., interest payable in gold.
850a crip Atlantic Mutaal insurance Co. (New York).
850 chattel mortgage convertible bond Catawissa
Railroad.

Railroad. \$300 Philadelphia and Erie 7 per cent , Jan and July.

\$5000 Philadelphia and Erie 7 percent , Jan. and July 60 shares Central Transportation Co.

1 share Philadelphia Library Co.
40 shares Western National Bank.
42 shares Buck Mountain Coal Co.
50 shares teventh National Bank.
5 shares Union Transfer Co.
60 shares Schomacker Plano forts Manufacturing Co.
78 shares Minchill and Schuylkill Haven R. R.
5 shares Kens upton National Eank.
60 shares Southoun Transportation Co.
Also, about 40,000 shares of Oil and Mining Stocks.
Full particulars in catalegues.

5 6 3t

MODERN RESIDENCE AND HANDSOME WALNUT MODERN RESIDENCE AND HANDSOME WALNUT Household Furniture, Pinno-lorte, Pier Mirror, Pine Veivet and Brussels Carpets, China, Glassware, Etc.

On Wetnesday Morning,
May 11, at 10 o'clock, by catalogue, at No. 1831 North Twelrth street, above Master street, the entire household furniture, comprising handsome walnut parlor, sitting-room, and chamber furniture; 7-ectave plano-lorte, made by Fischer; pier mirror, paintings, chroinos, fine velvet, Brussels, and other carpets; chine, glassware, kitchen utensils, etc.

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

MODERN RESIDENCE.

Previous to the sale of furniture will be sold the modern three-story brick residence, with three-story back buildings; lot 17 feet, more or less, front, by 97 feet in depth to a six-feet wide alley.

pth to a six-feet wide alley. Immediate possession. Sale absolute. Terms -82250 5 9 2t may remain on mortgage.

SCOTT'S ART GALLERY AND AUCTION GOMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHESRUT Street, (Girard Row).

UNEXAMPLED SUCCESS

OF THE GREAT SALES OF BARLOW'S SUPREIOR
FURNITURE.
AND STILL ANOTHER EXTENSIVE STOCK
AT PUBLIC SALE.
On Thesday Morning.
May 16, at 10 o'clock, will be offered for sale, at public auction, another large and varied assortment of Berlow's superior turniture, comprising elegant parlor sets in great variety; wainut chamber set's, all cyles; cak and wainut extension tables. Parian bouquet tables, wardrobes, lounges, bookenses, secretaries, mirrors, hair mattresses, etc., all of superior designs and manufacture, and accompanied by a written guarantee.

written guarantee.

Goods packed on the premises by experienced packers, and shipped to any part of the United States in perfect Call and examine the elegant at ck. Store open day and evening for examination. Catalogues ready on Monday afternoon.

EXTENSIVE STOCK OF FURNITURE, BEDS,
AND BEDDING AT PUBLIC SALE
The entire large stock of Messrs F. G. & V. J. FRASER,
No. 1169 Market street, will be disposed of at public sale,
without any reserve.
On Wednesday and Thursday Mornings,
May 11 and 12, at ten o'clock each day.
Messes. FRASER are retiring from business after
twenty five years assiduous application, and take this
method o disposing of their large stock, which will most
pectively be sold regardless of cost. To those desiring to
purchase their spring furniture, and from a house of
established reputation, this opportunity is one seldom
offered.

offered.

The stock embraces an unusual variety of parlor suits, walnut chamber sets, cottage furniture, parlor tables, bookeases, mirrors, hall and umbrella stands, hat racks etageres, lounges, extension tables, chairs of all kinds mattresses and bedding in great variety; office and library jurniture, wardrobes, towel stands, commodes, etc. etc. etc.

We invite special attention to this sale, being one of the largest of the season, and the excellent quality of goods that will be effered.

Cataleques ready THIS DAY, and may be had upon application to Messrs, Fraser, at their warerooms, or at the office of the Auctioneer.

54 7t

The premises No. 11/2 MARKET Street, now occupied by Messrs. F. G. & V. J. Fraser as a Furniture Ware-room, will be rented to a responsible party, and the good will of the present business for sale. Apply at the office of B. SLOTE, Ja.,

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 225 and 234 MARKET Street, corner at Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO.
On Tuesday Morning,
May 10, at 10 o'clock, on four months' credit. 545t

SPECIAL AND PEREMPTORY SALE OF 500 CASES UMBRELLAS AND PARASOLS, ETC., BY ORDER OF LEADING MANUFACTURERS. On Wednesday Morning, May 11, at 50 o'clock, on four months' credit, em-UMBRELLAS. Gingham umbrellas, in Scotch and American cloth, and fall sizes.
Gingtom umbrellas, in Scotch and American cloth, rith Fex's and plain steel frames.
Double-face twilled English siik umbrellas, including fine goods. Super silk umbrellas, Fox's and other steel frames, for Ex:ra quality beiled silk umbrellas on Fox's paragon

frames.

Full iones brown and black zanella sun umbrollas.

Full lines brown and black boiled sift sun umbrollas.

Full lines brown and black boiled sift sun umbrollas.

PARASOLS.

Latest styles pou't de soile and gros grain lined parasols in black and the newest colors—plain, ruffled, fancy-trimmed, lace-covered, etc., assorted bar dies.

Latest styles French cambric seaside parasols.

Latest styles French cambric seaside parasols.

Latest styles buff and white lined and unlined pongee parasols.

the season.

N. B. — We invite particular attention to this sale, comprising every variety of styles, qualities, and sizes of the best makes. Every lot will be sold strictly without re-

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

On Thursday morning,
May 12, at 10 o'clock, on four mosths' credit. 5656 LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANCY CANTON MATTINGS, ETC.

MATTINGS, ETC.

MMsy 13, at 11 o'clock on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, etc.

594:

TN LOUISVILLE, KY

W. GEORGE ANDERSON.

THOM AS ANDERSON & CO.

(Established Beld).

AUCTIONEERS AND COMMISSION MERCHANTS.

Business strictly Commission. All suction 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, carpete notions, etc., every Wednesday and Thursday. 13 is 6m.