FOREIGN NOTES.

-There is nothing more puzzling to ordinary minds than "book-keeping by double entry," and it is advisable that no one should ever attempt to keep his accounts on this system unless he fully understands it. A well-meaning public accountant in India has, it appears, lately come to trouble owing to misunderstanding the nature of this simple process. A certain gentleman, says a Lahore paper, was recently appointed to a station not a thousand miles from the capital of the Punjaub. After a short time he submitted his accounts according to rule to the head office. The various bills of receipts and expenditure were being rapidly passed, when a clerk of unnatural brilliance pounced on a bill in which 20,000 bricks were charged for twice over. The question was at once sent to the gentleman, whether he had got altogether forty thousand bricks on such a date, and, if so, why he had divided the item into two? "Oh, dear no," he said, "I only got twenty thousand bricks, but you told me to put everything down by double entry, so I put the bricks down twice. All the other charges are the same." To the horror of the whole department it was found only too true. The receipt side was then examined, but it was consoling to find that with an instinctive acumen worthy of a higher appointment, the gentleman had here limited himself to single entry.

-The Liberte of Brussels has published a remarkable article on the part played by the bourgeoisie since 1789. The following are extracts from it:—"After reigning eighty years the bourgeoisie is exhausted. There remains to it neither an institution nor an idea nor a man. We knew this since the 2d of December, but the fresh proof is convincing. Of all that the bourgeoisie has created nothing can last, because nothing has vitality in itself. It is enough that the poor be armed or the army be wanting in discipline for the edifice to orumble at once. There is no principle of resistance in the bourgeoiste itself; its individual egotism has rendered it so unsocial that it is not even one body. It collects only to entrust others with its defense. What would become of it in Germany if a feudal emperor did not protect it i Where would it be in France at the end of two weeks if Charette and Cathelineau had not flown to its assistance? La Vendee protecting '89 is '82 apostatizing and abdicating. And, indeed, what can come out of the present crisis but the old monarchical, religious, and feudal society, or revolutionary socialism? Between these two worlds the bourgeoisie has not even found a place to die worthily. While its destinies are accomplished it holds aloof or utters miserable calumnies in its journals against its conquerors. History has nothing to compare with this fall. Feudality perished nobly in its crusades, and was extinguished on the sepulchre of its God. . . . The monarchical nobility died heroically on the scaffold, but before it fell it had the night of the 4th of August, a wondrous testament in which shone the greatness of its soul and its appreciation of the new time coming. It was, in short, the nobles who took the bourgeoisie by the hand to initiate it into the world it wished to govern. What would the first middle-class

from M. de Mirabean to M. de Robespierre? -One of the drawbacks of elevated public position, says an English paper, is that its possessor is always expected to be on his best behavior. He is not allowed to include easant faults, and in particular is expected to be dismally select in the range of his personal acquaintance. The Governor-General of India has been lately compromised-or was supposed to be so-by a lapse of the latter kind. According to accounts received by the mail just arrived it seems that Mr. Seward, the American statesman, who is on a tour in India, called upon Lord Mayo, and brought with him a letter of introduction from a no less improbable person than Brigham Young. Anglo-Indian society, like society elsewhere, does not require much to set it talking; and a very small opening affords room for a great deal of scandal. Could it be that this blameless nobleman had been corrupted by reading Mr. Dixon's "Spiritual Wives," and that he was in communication with the Mormon chief with a view of going over to Utah in the sense in which we speak of going over to Rome? The scandal, as far as Lord Mayo is concerned, was, however, set at rest by a very simple discovery-that the letter was not intended for Lord Mayo, but for another person. This other person is a lord also, and there is some excuse for Mr. Seward, in his severe republican simplicity, failing to distinguish sufficiently between one lord and another, especially when the names have the same number of syllables accented in the same manner. However that may be, the missive was intended for Lord Milton instead of Lord Mayo, who will now have to explain, instead of the Viceroy, how it was that he got into cette galere.

assemblies have been without the nobility

-An ingenious countryman of ours has been measuring the duration of a lightningflash. Considering that he makes it out to be only about the five-hundredth part of a second, there may be suspicion upon the accuracy of the estimation, for where is the sense that can appreciate such an interval? But there are simple and certain means for measurements even more minute than this. In the actual case before us the only apparatus was a cardboard disk, rotating at a great but a known velocity, and with a hole in its edge. The observer placed his eye behind the disk, and when a flash came he saw the hole lengthened into a streak by the lightning shining through it as it moved. The length of the streak showed how much the disk moved while the flash lasted; it was just the fortieth of a circle. The card turned once in the twelfth part of a second, so the flash lasted the fortieth of a twelfth of a second-that is, one four hundred and eightieth of a second. When next you use the expression "as quick as lightning" you may speak by the card.

-In these scientific times a new theory is not much of a novelty perhaps; but Mr. C. F. Varley, an English engineer, has started one on the subject of subterranean electrical disturbances, of which more probably will be heard. Immediately after the earthquakes of the 17th of March, it was observed that powerful positive electrical currents were rashing towards England through the two Anglo-American telegraph cables broken in Newfoundland. Mr. Varley thereupon rears his speculation that some earthquakes may be due to subterranean electricity. He argues or suggests that as the hot centre of the earth is approached a layer of hot dried rock may be found, which is an insulator, while the red-hot mass lower down is a conductor.

EDGEHILL SCHOOL MERCHANTVILLE, N. J.,

Four Miles from Philadelphia. The session commenced MONDAY, April 16,

For circulars apply to Rev. T. W. CATTELL

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT. BURRAU OF CONSTRUCTION AND REPAIR, WASHINGTON, D. C., June 6, 1871. Sealed proposals to furnish Timber and other

materials for the Navy for the fiscal year ending June 30, 1872, will be received at this Bureau until 12 o'clock M. of the 30th of June instant, at which time the bids will

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be endorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from ordinary business letters. To prevent confusion, and facilitate the opening of the bids, parties bidding for supplies at several yards will enclose their bids in separate

envelopes, each indorsed with the name of the yard for which the bid is made. Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on ap-plication to the Commandants of the respective

Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard, and the purchasing Paymaster for each station, will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of

those vards. The proposals must be for the whole of a class, but the Department reserves the right to reduce the whole class, should the interest of the Government require it, before the execution of the contract. All applications for information, or for the examination of samples, must be made to the Commandants of the respective

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; and, by direction of the Depart-ment, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish. The guarantors must becertified by the Assessor of Internal Revenue for the district in which

they reside. The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest

bid, or any which it may deem exorbitant. Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy De-

partment. As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Pay-master of the station designated in the contract, or, if none is specified, by the Paymaster of the station nearest the yard where the goods are delivered, within ten days after the warrant for

the same shall have been passed by the Secretary of the Treasury. The classes of this Bureau are numbered and designated as follows:—
No. 1, White Oak Logs; No. 2, White Oak
Keel Pieces; No. 3, White Oak Curved Timber; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams Oregon Pine Beams at Mare Island Yard; No. 9, Yellow Pine Mast Timber-Oregon Pine Mast Timber at Mare Island Yard; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank Boards-Sugar Pine Boards at Mare Island Yard; No. White Ash, Elm. Beech-White Ash, wood at Mare Island Yard; No. 16, White

Ash Oars; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvite; No. 30, Ingot Copper; No. 32, Wrought Iron, round and source; No. 33, Wrought Iron, round source; No. 32, Wrought Iron, round source; No. 32 round and square; No. 33, Wrought Iron, flat: No. 34, Iron, plate; No. 35 Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet: No. 43, Zinc; No. 44, Tin; No. 45, Soider; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54 Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, Dryers; No. 59, Livseed Oil: No. 60, Varnish, Spirits Turpen-tine; No. 63, Sperm and Lard Oil: No. 64, Tallow, Soap; No. 65, Fish Oil; No. 68, Glass; No. 69, Brushes: No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 72, Cruebbes; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Pack-

bituminous Coal; No. 87, Bituminous Coal; No. 88. Charcoal; No. 89, Wood. The following are the classes, by the numbers, required at the respective navy yards:-

ing; No. 78. Leather, pump rigging, lacing; No. 80, Junk; No. 85, Anthracite Coal; No. 86, Semi-

Nos. 13, 15, 18, 22, 32, 38, 39, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 78, 85, 87, 88.

CHARLESTOWN. Nos. 1, 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 63, 64, 65, 68, 69, 70, 71, 73, 74, 77, 78,

84, 85, 87, 88. Nos. 1, 7, 11, 13, 15, 16, 18, 22, 23, 24, 25, 32, 33, 37, 42, 51, 53, 54, 56, 57, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 80, 85, 86, 88.

PHILADELPHIA. Nos. 1, 7, 9, 82, 83, 63, 71, 85, 87. WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 15, 18, 23, 30, 32, 33, 34, 85, 87, 88, 80, 42, 48, 44, 45, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 64, 08, 69, 70, 71, 72, 73, 74, 75, 77, 78, 85, 87, 88, 89.

NORFOLK. Nos. 1, 7, 9, 13, 15, 18, 23, 23, 24, 32, 39, 48, 50, 53, 58, 59, 60, 63, 70, 71, 73, 77, 85, 87, MARE ISLAND. Nos. 2, 8, 9, 13, 15, 18, 29, 33, 33, 34, 35, 87, 38, 39, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 53,

59, 60, 68, 64, 65, 68, 69, 70, 71, 78, 74, 77, 87, NOTICE - SEALED PROPOSALS, INDORSED "Proposals for furnishing the Public Schools with Lehigh or Schuyiail Coal," will be received by the undersigned at the office of the Board of Public

Reucation S. E. corner SINTH and ADELPHI Streets, from shippers and miners only (pursuant to an ordinance of Councils), until SATÜRDAY, June 24, 1871, 118 12 0 Clock M.

The proposals, which will include the storage of the coal, must be for separate districts, as fol-

OWS :-First dist., comprising 1, 2, 3, 4, and 26th wards. 5, 7, 8, and 9th 6, 11, 12, and 13th 10, 14, 15, 20, and 29th 16, 17, 18, 19, and 28th Second Fourth " Seventh " 24 and 27th

There will be two sizes required, egg and stove, and the ten 2:40 pounds. Each and every ton of said coal shall be weighed at the place of delivery, in the presence of a proper person to be deputed by each sectional board as weigher (suoject to the ap-proval of the Committee on Supplies), who shall keep an accurate account of each load of coal de-livered, its exact weight as ascertained by correct scales; and no bill shall be approved for such coal unless an affidavit of the weigher shall accompany such bill, setting forth by what contractor the coa was delivered, the date of delivery of each load, the number of tons and the quality of each delivered, and whether weighed at the place of delivery. Proposals will be received at the same time for Kindling Wood and Charcoal that may be re-

Guired.

Ey order Committee on Supplies.

H. W. HALLIWELL,

Scoretar.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON RAILROAD COM-PANIES. On and after MONDAY, June 12, 1871.

TRAINS WILL LEAVE AS FOLLOWS:-FROM WALNUT STREET WHARF. At 6 15 a. m. Accommodation via Camden and Am boy, and at 3 30 p. m. Accommodation via Camden and Jersey City for New York. At 2 and 6 p. m. for Amboy and intermediate sta-tions. At 6 15 a. m. and 3 30 p. m. for Freehold and Far-At 6.15, 8, and 10 a. m., 12 m., 2, 3.30, and 5 p. m. for Trenton,
At 6·15, 8, and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and
11·30 p. m. for Bordentown, Florence, Burlington,
Edgewater, Beverly, Delanco, and Riverton.
At 6·15 and 10 a. m., 12 m., 2, 3·30, 5, 6, 7·30, and
11·30 p. m. for Riverside, and Palmyra.
At 6·15 and 10 a. m., 12 m., 5, 6, 7·30, and 11·30 p. m.
for Fish House. or Fish House. The 11'30 p. m. Line leaves from Market Street

Ferry (upper side), FROM WEST PHILADELPHIA DEPOT. FROM WEST PHILADELPHIA DEPOT.
At 7, 8:15, and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 p. m., New York Express Lines, and 11:30 p. m.
Emigrant Line, via Jersey City.
At 7, 8:15 and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 p. m. for Trenton.
At 7, 8:15, and 11 a. m., 6:45 and 12 p. m. for Bristol.
At 12 p. m. (Night) for Morrisville, Tallytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
Sunday Lines leave at 11 a. m., 6:45 p. m., and 12 night.

FROM KENSINGTON DEPOT. At 7 and 930 a. m., 230, 3, and 5 p. m. for Treu-ton and Bristol. And at 6 p. m. for Bristol. At 7 and 9:30 a. m., 2:30 and 5 p. m. for Morrisville and Tollytown.
At 7 and 930 a. m. 230, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junetion.

At 645 a. m., 1230, 515, and 7:15 p. m. for Bustleton, Holmesburg, and Holmesburg Junetion.

At 645 and 230 a. m., 1230, 230, 515, 6, and 7:15 p. m. for Tacony, Wissinoming, Bridesburg, and

night.

VIA BELVIDERE DELAWARE RAILROAD. At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.
At 930 a. m. and 5 p. m. for Pennington, Lambert-ville, and intermediate stations, and at 5 p. m. for

FROM MARKET STREET FERRY (UPPER SIDE).
VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 a. m. for New York, Long Branch, and inter-VIA CAMDEN AND BURLINGTON COUNTY

At 7 a. m. and 2:30 p. m. for New York, Long Branch, and intermediate places, via New Jersey The 7 a. m. and 2 30 p. m. lines leave Walnut street Southern Railroad. wharf, all others will leave from Marker street Ferry (upper side).
At 6, 7, and 9 a. m., 1, 2.30, 3.30, 5, and 6.30 p. m.,

and on Thursday and Saturday nights at 11:30 p. m., for Merchantsville, Moorestown, Hartford, Mason-ville, Hainsport, and Mount Holly.

At 6 a. m., 2:30 and 6:30 p. m.

At 6,7, and 9 a. m., 8-39, 5, and 6-39 p. m. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6 a. m., 1 and 3-30 p. m., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Shaton, and Hightstown.

WM. H. GATZMER, May 29, 1871.

PHLABELPHIA, WILMINGTON, AND BALTIMORE RALLROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street
and Washington avenue, as follows:—
Washington avenue, as follows:—
Washington avenue, as follows:—

way Mail Train at 8:30 A. M. (Sundays excepted), for Haltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, as Harrington with Junction and Breakwater Railroad at Seaford with Dorohester and Delaware Rail read, at Delmar with Eastern Shore Railroad, and at Sallsbury with Wicomice and Pocomoke Rail-

road.
Express Train at 11'45 A. M. (Sundays excepted),
for Baltimore and Washington, stopping at Wilmington, Perryville, and Bavre-le-Frace. Connects at Wilmington, with train for New Castle. Express Train at 4 P. M. , Tudays excepted), for Thurlow, Linwood, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North Charlestown, Perryville, Havre-de-Grace, an's, Edgewood, Magnelia, Chase's and Stemmer's Run. and Stemmer's Run.

Night Express at 11:20 P. M. (Daily), for Baltimore and Washington, stopping at Chester, idn-wood, Clayment, Wilmington, Newark, Elliton, North East, Perryvillo, Mayre-de-Graco, Perry-

man's, and Magnotta. Passengers for Fortress Monroe and Norfolk will take the 11-16 A. Di. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:80, 5:00, and 7:00 P. M. The 5:00 P. M. tvain connects with Delaware Railroad for Milford and intermediate Leave Wilmington 6:45 and 5:16 A. M., 2:00, 4:00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M.

train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 6-43 A. M. and 6-00 P. M. will connect at Lamokin Junction with the .00 A. M. and 4.80 P. M. trains for Baltimore Cenral Railroad.
From Haltimore to Philadelphia.—Lessve Balti-

more 7-25 A. M., Way Matt; 9-25 A. M., Express; 2-26 P. M., Express; 7-26 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, Chrymont, Lin-wood, and Chester.

Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays leave Philadelphia for fixford at 8:30
A. M.; returning, leave Oxford at 8:40 P. M., stopping at all intermediate stations

Through tickets to all points West, South, and
Southwest may be procured at ticket office, No. 328
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—TH short Middle Route to the Leligh and Wyom-ing Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada, SUMMER ARRANGEMENT, Takes effect May 15, 1871.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays exner of Borks and American streets (Sundays excepted), as follows:—
7 00 a. m. (accommodation), for Fort Washington.
7 35 a m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pituston, Towanda, Waverly, Auburp, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all polita in the Great West. all points in the Great West.

all points in the Great West.

8 25 a. m. (Accommodation) for Doylestown.

9 45 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Rail-

11 a, m. (Accommodation) for Fort Washington. 1 3J and 5 30 p. m. for Abinaton. 2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittsion, and Hazleton.

250 p. m. (Accommodation) for Doylestown.
At 320 p. m. (Bethiehem Accommodation) for Bethiehem, Raston, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.
At 4 p. m. (Accommodation) for Bethlehem. 4'30 p. m. (Mall) for Doylestown. 5'15 p. m. for Bethiehem, Easton, Allentown, and Manch Chunk.

630 p. m. (Accommodation) for Lansdale. 835 and 1130 p. m. (Accommodation) for Fort Vashington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8:55 and 10:25 a. m.; 2:15, 5:20, 8:15 and 10-20 p. m. Doylestown at 8-25 a. m., 4-45 and 6-45 p. m. Lansdale at 7-30 a. m. Fort Washington at 9-20 and 11-20 a. m., 3-05 and

16.60 p. m. Abington at 245 and 7:00 p. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 a. m.

Philadelphia for Doylestown at 2:00 p. m.

Philadelphia for Fort Washington at 9:00 a

Doylestown for Philadelphia at 6:45 p. m., Bethlehem for Philadelphia at 4:00 p. m., Fort Washington for Philadelphia at 10:00 a., and 8:00 p. m. Tickets sold and baggage checked through to all principal points at Maso's North Pennsylvania Bag-gage Express Office, No. 105 S. Fifth street. May 15, 1871. ELLIS CLARK, Agent.

RAILROAD LINES. DHILADELPHIA AND READING RAILROAD.

Depot—THIRTEENTH and CALLOWHILL Streets. Until forther notice trains will Leave and Arrive as follows:-Reading and Allentown Way. 7:30, a. m. Harrisburg and Pottsville Express. 8:30 a. m. Philadelphia and Pottsville W. Tr'n. 12:30 p. m. Harrisburg and Pottsville Express. 8:30 p. m. Pottstown Accommodation...... 4'30 p. m. Reading and Pottsville Accommodation... 5'15 p. m. ON SUNDAYS. To Reading. Harrisburg and Pottsville Express. . . 1-90 p. m.
Philadelphia and Pottsville W. Tr'n. . . . 4-30 p. m.
Harrisburg and Pottsville Express 6-15 p. m.
Harrisburg, Pottsville, and Allentown Accommodation. 9-10 p. m. The Sunday trains connect with Similar trains on the Perkiomen and Colebrookdale Railroads.

For Downitytown and points on Chester Valley Railroad take 7:30 a. m., 12:30 and 4:30 p. m.

For Schwenksville and points on Perkiomen Rail road take 7:30 a. m., 12:30 and 4:30 p. m.

For Mt. Pieasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:30 p. m.

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUNDAY, Leave depot. Thirteenth and Callowhill streets.

Leave depot, Thirteenth and Callowhill streets, For West Manayank at 8-45 a. m. and 6-30 p. m. Leave West Manayunk, 6:10 and 10:10 a. m. For Belmont at 8:45 and 11:30 a. m., and 2, 4, and Leave Belmont at 6.24 and 10.26 a. m., 12.14 noon, 2.45 and 5.30 p. m.
SUNDAYS.
Leave Fifteenth street and Pennsylvania avenue,

for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4:50, 5:40, and Leave Belmont, 9-25, 10-25, 11-25 a. m., 1-25, 2-25, 8-25, 4-25, 5-15, 6-15, and 7-05 p. m. Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fitteenth, Seventeenth and Nine-teenth, add Green and Coates street cars, good on

New York Express for Pittsburg and West Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 1 55 and 9 50 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc. Sleeping-cars accompany these trains through be-tween Jersey City and Chicago without change. Trains for New York leave Harrisburg at 40.5 and 8 10 a. m., and 2 p. m. Additional train leaves New York for Harrisburg

at 12:30 noon.
For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, ander Continental Hotel, No. 811 Chesnut street, and at all stations, without charge.

at all stations, without charge,
Season, School, Mileage, and Commutation Tickets
at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or
J. E. Wooten, Assistant Superintendent, Reading,
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street.

Through tickets and baggege checks to all princi-pal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co. GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green.

ON AND AFIER MAY S.
TO GERMANTOWN-6, 7, 715, 735, 836, 905, 10, 11 a.m.; 12, noon: 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230, night. night, SUNDAY-745, 905 a.m.; 1245, noon; 215, 405, 540, 7, 845, and 11 25 p. m. FROM GERMANTOWN—6, 625, 650, 725, 805, 810, 845, 9, 925, 10, 11 05, 11 55 a. m.; 1, 155, 3, 330, 355, 445, 5, 530, 6, 610, 640, 710, 8, 905, 10, 10 30, 11 25 p. m. GUNDAY—8:10, 9:05 a. m.; 1:05, 2:35, 3, 5:55, 6, 8:20, and 10 20 p. m.
The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45, 5.05, and 5.45 up trains, will not stop on the German-Passengers taking the 650, 7-25, 10, a m. and 5-30 and 6-40 p. m. trains from Germantown will make close connections with the trains for New York at

TO CHESNUT HILL—6, 7, 7 35, 9 95, 10, 12 a.m., 2 30, 3 45, 5 95, 5 45, 7, 8, 9, 11, 11 40 p. m. SUADAY—7 45, 9 95 a. m., 12 45 noon, 2 15, 5 40, 845, p. m. FROM CHESNUT HILL—640, 740, 750, 830, 940, 50, 11 40 a. m., 1 40, 8 40, 5 45, 6 25, 6 55, 8 50, 10 15, 11 10 p. m. Sunday - 7 50, S 45 a. m., 12 45, noon, 2 15, 5 40, 8, 10 p. m. TO CONSHOHOCKEN AND NORRISTOWN-6-05, 7-30, 9, and 11-05 a.m., 12-05, m., 1-30, 3,4, 4-40, 5, 5-36, 6-25, 8-06, 10-20, and 11-45 p. m.
Sunday—7-30, 9 a. m., 1-30, 3, 7-15, and 9-30 p. m.
FROM NORRISTOWN—5-30, 6-30, 7, 7-40, 8, 8-50, 11

FROM NORRISTOWN.—5:30, 6:30, 7, 7:40, 8, 8:50, 11
a. m., 1, 2:30, 3:30, 4:30, 6, 6:15, 8, 10 p. m.
Sunday—7, 9 a. m., 1:15, 5, 7, 9:30 p. m.
TO MANAY UNK —6:05, 7:30, 9, 10:05, 11:05 a. m.
12:05 noon, 12:45, 1:30, 3, 4, 4:40, 5, 5:30, 6:25, 7:05, 8:05, 9:05, 10:20, 11:45 p. m.
Sunday—7:30, 8, 9, 10 a. m., 13:40 noon, 1:30, 2:10, 3, 4:45, 7:15, 9:30, m. 445, 715, 930 p. m. FROM MANAYUNK-6, 658, 734, 805, 822, 920, 1045, 1130 a. m., 158, 215, 3, 358, 5, 625, 645, 745, 830, 945, 1630 p. m. Sunday-7:30, 9, 9:30, 10:50 a.m., 30, 1:45, 3:10, 5:30,

7-20, 10 p. m. PLYMOUTH BRANCH.—Leave Philadelphia at 7:30, 11:05 a. m. and 5 p. m. Leave Oreland at 6:15, 10 a. m., and 3:30 p. m. Sunday—Leave Philadelphia at 9 a. m. and 7:15 Sunday-Leave Oreland at 6.30 a m. and 6.30 p. m. The 740 a. m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or

Schurrs' Lane. The S a. m. train from Norristown stops at Conshohocken and Manayunk only.

The 5-30 and 7 a. m., and 4-30 and 6-15 p. m. down trains, and the 9 a. m. and 4.5-30, and 6-25 p. m. up rains are the only trains that stop at Springfield.
Chester Valley Railroad—Leave Philadelphia at Leave Downingtown at 640 a m. Phoenixville Train—Leaves Philadelphia at 9 a. m. and 1-30 p. m. Leaves Phoenixville at 12-25 and 5-20

p. m. For points on Perklomen Railroad leave Ninth and Green at 1:30 p. m. Returning, leave Schwenks-ville at 4:15 p. m., arriving at Ninth and Green at 6:50 Passengers by 1.30 p. m. train connect at Phoenix-

ville with train for Pottstown and Reading.

Passengers taking the 3, 7-35, and 11 a. m. and
5-20 and 6-50 p. m. trains from Ninth and Green
streets will make close connection with trains for New York at Intersection.
The 9:30 a. m., 12:3e, 5, and 7 p. m. trains from New York stop at Intersection.
G. A. NICOLLS,
General Superintendent. WEST CHESTER AND CHILADELPHIA RAIL

W ROAD COMPANY.
On and after MONDAY, April 24.
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA FROM PHILADELPHIA

For West Chester at 7:25 and 10 A. M., 2:30, 7:10, and 11:30 P. M. Stops at all stations.

For West Chester at 4:45 P. R. This train stops at stations west of Media (Greenwood excepted).

For B. C. Junction, 6:30, 8:50 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays,

FOR PHILADELPHIA

From West Chester at 6:30 and 10 A. M., 2, 5, and 6:55 P. M. Stops at all stations.

675 P. M. Stops at all stations. From West Chester at 7-35 A. M. Stops at sta-tions west of Media (Greenwood excepted). From B. C. Junction at 5-25, S-10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.
A train will leave West Chester for Philadelphia at 5 A. M. every Monday.
ON SUNDAY

Leave Philadelphia at 9 A. M. 2 30, and 6 45 P. M. Leave West Chester at 7 A. M. 4 and 5 P. M. H. K. SMITH, Superintendent WEST CHESTER AND PHILADELPHIA RAIL EXTRA SUNDAY TRAINS,

On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Pulladelphia Returning, will leave Philadelphia at 6% P. M. for West Chester. These trains stop at all station. May 29, 1871. H. K. SMITH, Superintendent.

WEST JERSEY RAILBOADS. Trains will leave Philadelphia as follows:-From foot of Market street (upper ferry), 8:15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesbore, Vincland, Miliville, and way Salem, Swedenbore, Stations.

11-45 A. M., Woodbury Accommodation.

8-16 P. M., Passenger for Cape May, Millythe, and way stations below Glassbore.

8-30 P. M., Passenger for Bridgeton, Salem, Swedesbore, and way stations.

5-45 P. M., Accommodation for Woodbury, Glassbore, Ciayton, Swedesbore, and intermediate stations.

Freight Train leaves Camden dally, at 19 M; WHILLIAM I SEWELL, Superintent

RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JUNE 4, 1811. The trains of the Pennsylvania Central Haliroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Deroit

Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 801 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. Bryn Mawr Accommodatiou . . Bryn Mawr Accommodation 6-30 A. M.
Maul Train 8-00 A M.
Lock Haven and Elmira Express 9-40 A. M.
Paoli Accommodation, 10-10 A.M. & 1-10 and 7-30P. M.
Fast Line 12-40 P. M.
Harrisburg Accommodation 2-30 P. M.
Lancaster Accommodation 4-10 P. M.
Parkesburg Train 6-30 P. M.
Cincinnati Express 7-20 P. M.
Eries Mail and Buffisle Express 7-20 P. M.
Eries Pacific Express 9-45 P. M.
Lirst Pacific Express 9-45 P. M.
Lirst Pacific Express 9-45 P. M. First Pacific Express . 7-20 P. M.
First Pacific Express . 9 45 P. M.
Way Passenger Train . 11:20 P. M.
Cincinnati Express, Pacific Express, and Eric
Mail and Buffalo Express loave daily.
All other trains daily except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by 8 P. M. at No. 116
Market street.

Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40

A. M.; arrives at Paoli at 9:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-

rives at Paoli at 7:30 P. M. Sunday Train No. 2 leaves Paoli at 8:23 A. M. Sunday Train No. 2 leaves Paoli at 8:23 A. M. Sunday Train No. 2 leaves Paoli at 5:00 P. M.; arrives at Philadelphia at 6-20.

Cincinnati Express 5-10 A. M.
Philadelphia Express 7-40 A. M.
Erle Mail 7-40 A. M.

Parkesburg Train
Fast Line and Buffalo Express
Lancaster Train
Erle Express
Lock Haven and Elmira Express
600 P. M.
600 P. M. 3.15 P. M

FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent.
No. 116 MARKET Street.

Ticket Agent at the Depot.

The Pennsylvania Rallroad 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,
General Superintendent, Altoona, Pa.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.
On and after MONDAY, May 15, 1871,
the trains on the Philadelphia and Brie Railroad will rou as follows from the Pennsylvania Railroad Depot, West Philadelphia:-

"Williamsport... \$50 P. M.
arrives at Eric...... 740 A. M.
ELMIRA MAIL leaves Philadelphia... \$30 A. M.
"Williamsport... 6:35 P. M.
"Arrives at Lock Haven... 750 P. M. EASTWARD.

ERIE EXPRESS leaves Erie. 900 P. M.
Williamsport. 825 A. M.
arrives at Philadelphia. 520 P. M.
ELMIRA MAIL leaves Lock Haven. 808 A. M.
Williamsport. 915 A. M.
ELMIRA MAIL leaves Lock Haven. 808 A. M.
Williamsport. 915 A. M.
arrives at Philadelphia. 520 P. M.
BUFFALO EXP. leaves Williamsport. 125 A. M.
Sunbury. 125 A. M.
arrives at Philadelphia. 940 A. M.
Mail East connects east and west at Erie with L.
S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Alleghen, R. R. W. Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.

Eric Accommodation east at Corry and west at

Corry and Irvinetown with O. C. and A. R. R. W. Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south. Catawissa passenger trains will be run east from Williamsport on Erie Express, and west to Wil-liamsport on Elmira Mail.

WM. A. BALDWIN, General Superintendent. THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—CHANGE OF HOURS, On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4.30 P. M.

For Oxford at 7 A. M., 4:50 P. M., and 7 Wednesdays and Saturdays only at 4:30 P. M. For Chadd & Ford and Chester Creek Railroad at 7 and 10 A. M., 4:30 and 7 P. M. Wednesdays and Saturdays only 2:30 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P. M. connect at Chadd's Ford Junction with the Wilmington and Keading Rallroad.

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 % and 10 35 A. M. and 5 30 P. M. Mondays at 5-15 A. M. only. Chang's Ford at 7-26 A. M., 11-58 A. M., 4-20 and 649 P. M. Mondays only at 632 A. M. On Sundays train leaves Philadelpnia at 830 A. M. for Oxford; returning, leaves Oxford for Philadel-Passengers are allowed to take wearing apparel only as baggage, and the company will not luany case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

PLUMBING, GAS FITTING, ETO. PANCOAST & MAULE. THIRD and PEAR Streets,

Plain and Galvanized Wrought and Cast Iron Pipes For Gas, Steam and Water. FITTINGS, BRASS WORK, TOOLS,

BOILER TUBES. 3 MITAZH WAZTE

Pipe of all Sizes Cut and Fitted to Order

Having sold HENRY B. PANCOAST and FRAN-CIS I. MAULE (gentlemen in our employ for seve-ral years past) the Stock, Goodwill and Fixtures of our KETAIL ESTABLISHMENT, located at the our KETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR STREES, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be earried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character

MORRIS, TASKER & CO.
Philadelphia, Jan. 22, 1870.

Coin Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS conshand. Also, WOOL SACKS.

YOHN FARNUM & CO., COMMISSION MERof chants and Manufacturers of Concatoga Tick-ing, etc. etc., No. 222 CHESNUT Street, Philadei-phia.

AUOTION SALES. M 189 and 141 S. FOURTH Street.

SALE OF STOCKS AND REAL ESTATE, June 18, at 12 o'clock, noon, at the Exchange, will

DARBY, Delaware county, Pa.—Tract of Land.
CARPENTER'S ISLAND—Meadow Land.
DARBY, Delaware county—Two Lots,
ARCH STREET, No. 781—Valuable Residente.
HOLMESBURG, Twenty-third ward—Country Seat, 3 acres, "Crystal Springs." NINTH STREET (North), No. 909—Hand-in-Hand Engine House, FRONT and GREEN, S. E. corner—Business Stand. ARCH STREET, No. 530—Valuable Store and OLAY MONT. Delawate-Country Seat, 11 acres.

FOURTH STREET (SOUTH), NO. 1008—Brick Dwelling, HARMONY STREET, No. 429—Frame Dwelling, CRUECH STREET, near Main—Germantown Residence, Mill, Machinery, and 2 acres. FIFTEENTH STREET (South), No. 509-Modern Dwelling.
THIRTY-NINTH STREET (North), No. 113—Dwelling.
EIGHTEENTH and GIBARD AVENUE, N. W. Corner Residence. LOMBARD, No. 1935—Washington Engine House.

EMGHTH STREET (North), Nos. 828 and 330-Ten Dwellings.
Ringe Avenue, No. 2010—Store and Dwelling.
SEVENTEENTH STREET (South), No. 767—Modern Dwelling. Cuthbert Street, No. 2017-Dwelling. JASPER and ELLA STREETS, S. E. Corner-Tavern

and Dwelling.

JASPER STREET, Nos. 2313 to 2319—Four Dwalligs. Eleventh and Anita Streets, N. E. Corner—Re-Innce Engine House. CUMBERLAND STREET, S. E. of Almond-Lot.

CUMBERIAND STREET, S. E. Of Almond—Lot.
ADAMS STREET, S. E. of Almond—Lot.
EMLEN STREET, N. W. of Almond—Lot.
ALMOND STREET, S. W. of Cumberland—Lot.
STAER ETREET, Nos. 7020 and 2024—2 Dwellings,
NORRIS STREET, No. 1046—Genteel Dwelling.
CHRISTIAN, No. 1534—Modern Dwelling.
DAUPHIN STREET, No. 414—2 Dwellings.
OTIS STREET, Nos. 612 and 614—Factory and 2 Dwellings.

Dwellings. Huntingdon and Sepviva Streets-Lot. HUNTINGTON, West of TULIP—Lot. BELGRADE STREET, Northeast of SOMERSET—Lot. EIGHTEENTH and BAINBRIDGE, Northeast Corner— Store and Dwelling. CLINTON STREET, North of YORK-Lot.

BLLA. Nos. 517 to 525—5 Dwellings. OTIS STREET, Nos. 535 and 537—Tavern and Dwelloffs Street, and the control of the

800 shares Westmoreland Coal Co. \$7000 Western Pennsylvania Railroad, \$5000 Philadelphia and Eric Railroad Co. \$5400 Pittsburg and Connellsville Rathroad. 33 shares Central Transportation Co. 25 shares Greenwich Improvement Co. 25 shares Howard Fire and Marine Insurance Co. 25 shares Howard Fire and Marihe Histrat \$1000 Union Pacific Railway Co. 6 per cent. 100 shares Empire Transportation Co. 25 shares National Bank of the Republic. 1400 shares McClintockville Petroleum Co. \$1000 Indianapolis and Vincennes Railroad. [6 9 3t Catalogues now ready.

Sale No. 784 Pine street. SUPERIOR FURNITURE, ELEGANT PIANO, ETC. On Wednesday Morning, June 14, at 10 o'clock, by catalogue, the superior furniture; also, superior sewing machine by Willcox

Recorder's Sale by order of the Court of Common Pleas.

VALUABLE WATCH MOVEMENTS.

On Friday Morning.

June 16, at 10 o'clock, about 860 Watch Movements of the Philadelphia Watch Company.

Also, a large fire-proof safe, by Marvin & Co.
Catalogues now ready.

6 1 13t

HENRY W. & B. SCOTT, JR., AUCTIONEERS No. 1120 CHESNUT Street (Girard Row).

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street. SALE OF A PRIVATE LIBRARY OF VALUABLE MEDICAL AND MISCELLANEOUS BOOKS, SURGICAL INSTRUMENTS, ETC.

June 14, at 334 o'clock, at the auction store, No 1110 Chesnut street, will be sold a private library of valuable English and foreign medical works; also, valuable miscellaneous works, surgical instruments, etc. Catalogues will be ready for delivery on Tuesday.

BUNTING DURBOROW & CO., AUCTIONERS, Nos. 1822 and 234 MARKET street, corner Bank street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. June 18, at 10 o'clock, on 4 months' credit. 675t

SHERIFF'S SALE. By order of William R. Leeds, Esq., High Sheriff of the city and county of Philadelphia, under and by virtue of divers writs of Fieri Facias to him directed, BUNTING, DURBOROW & CO., Auctioneers, will sell at Public Vendue or Auction,

will sell at Public Vendue or Auction,
On Wednesday,
June 14, 1871, at 10 o'clock A. M., at the store of
Penbody & Weston, No. 723 Chesnut street, for cash,
the entire stock of carpetings, mattlings, etc., together with the lease, good-will, and fixtures of
store. Taken in execution and to be seld as the property of Feabody & Weston.
WM. R. LEEDS, Sheriff.

SHERIFF'S OFFICE, Philadelphia, May 30. 6850 LARGE SALE OF FOREIGN AND DOMESTIC

On Thursday morning, June 15, at 10 o'clock, on four months' credit. 6 9 5t SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS WHITE AND RED CHECK CANTON MAT-TINGS, ETC., On Friday Morning, On

Jone 16, at 11 o'clock, on four months BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

Peremptory Sale.
On Tuesoay Morning.
June 18, commencing at 10 o'clock, by catalogue, to close a concern, as follows:—
100 cases and cartons Straw Goods, 200 lots assorted Dry Goods, Hostery, Notions, Clothing, etc. Also, large stock Umbrelias, Hats, Caps, etc. Also, stock of White Goods. Also, large stock miscellaneous Goods, suited for city and country retailers. Catalogues ready early morning of sale.
6 10 %

Regular Sale.

SALE 1000 CASES BOOTS, SHOES, BROGANS, HATS, CAPS, ETC.

On Wednesday Morning,

June 14, at 10 o'clock, on four months' credit.

Also, 35 cases men's fine city-made patent leather,

buff, and calf Congress Boots, to which we call the particular attention of buyers. 6 10 3t L IPPINCOTT, SON & CO., AUCTIONEERS.

CUNCERT RALL AUCTION ROOMS, No. 1216
CHESNUT Street,
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household fun aftere at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sais HENRY MOLTEN. AUCTIONERA
BY HENRY MOLTEN & CO.,
Salesroom, Nos. 21 and 22 MERCER Street,
New York.

REGULAR TRADE SALE FUR AND WOOL HATS, LADIES AND GENTS READY-MADE FURS, STRAW, FELT, AND VELVET GOODS, Every THURSDAY during the season.

Cash advances made on consignments withou SAXON CREEN.

is Brighter, will not Fade, Costs Less than any oth because it will Paint twice as much surface, SOLD BY ALL DEALERS IN

PAINTS. COTTON SAIL DUCK AND CANVAS, OF ALL CHUMBERS and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to soventy-size inches, with Paulins, Belling, Sail Twine, etc.

EG. 19 CHURCH Etreef (Chy Stores).