LETTER FROM BALTIMORE.

THE SUNDAY LAW-ITS WORKINGS-ITS UNCONSTI-TUTIONALITY AND INCPERATIVENESS—ITS LEGALITY TO BE TESTED—MR STEPHENS, THE HEAD CENTRE, AT BARNUM'S—THE PENIAN EXCITE-MENT-POLITICAL AFFAIRS-GOVERNOR SWANN,

Special Correspondence of The Evening Telegraph. BALTIMORE, June 3, 1866.

The new "Sunday Law," passed at the last session of our Legislature, went into operation to-day. It is especially puritanical and stringent. Spiritnous liquors of all kinds, including ale, lager beer, elder, and even, mineral water cannot be disposed of-not even given away-without violating the law. Hotel keepers dare not send strong drinks to their gue is. Barbers and livery stable keepers alone are exempt,

Neither cigars, snuff, nor tobacco, in any shape, can be disposed of. Hence, all shops heretofore open, of this kind, to accommodate the public, are closed. Apothecary establishments are prevented selling meutel es or any other article, except upor authority of a bona side prescription from a regular physician. Sunday newspapers are also interdi The Telegram, the only journal of this character in Baltimore, was obliged to i-sue its edition last evening. The editor is especially wrothy, and fulminates thuncerbolts against the puritanical authors of the law. He is determined, masmuch as the greater part of the work on his paper is done on week days, to intorm upon his brethren who publish dailies, hat they shall not be permitted to violate the Sab-ath, by getting out a Monday paper, nearly nil

he work on which is done on Sunday.

The law imposes a fine of five dollars on every an who may be found working on the Sabbath, one that not considered in the category of necesity and mercy. Leece, I presume the entire lores of the Sun, Americas, Commercial Gazette, and two German papers, numbering a together over a hunded ands, printers, editors, etc. will be informed upon and brought up standing. The police and others are on the watch. It is held that telegraph operators, if they operate, will also subject themselves to times. What the penalty is for sneezing, or kissing one's wife, I cannot say. Landiords, restaurant keepers, and all others, as far I can learn, have

thus air observed the law. Printers have taken the chances, and are at work as usual.

Those who supposed time might pass dreamly and drily, laid in supplies to meet contingencies. Able counsel have been retained by a combination of landlords and others, who, upon sair being brought, will test the conditationality of this nurticine law.

It is, in my judgment, an abortion.

Mr. Stephens, the distinguished "Head Centre" of Fenamem, has secured rooms at Barnum's Hotel, and will be here te-morrow. He is expected to acdress his avantable appropriate the some excellent. It is a last well known that friends of excellent. excitement. It is a fact well known that friends of the cause in Baltimore (mostly Irishmen) are active, and drilling nightly in preparation for the anticipated conflict. Some two or three hundred are known to have departed in the past few days for Canada or the scene of active operations. A large number of recruits, I have no doubt, could be proqued or this latitude.

cured in this latitude. Our politicians are s'ili wrang'ing, and it difficult obr pontionis are shi wranging, and it diments for Union men not seeking office, or carring much about others who do, to tell which wing of the party to support. All those thus happily conditioned are holding matters in abevance, and determined to do as they please. One thing is cortain—that the great majority of the Union phasing will support Governor Swans, though they may to will support Governor Swint though they may to some extent differ from some of the sentiments ex-pressed in his recent letter. So good and influen-tial a ender cannot be spared from the loval side of house. Compared with Montgomery Bair, in all respects, he stands as a grant to a pigmy.

AMUSEMENTS.

ARCH STREET THEATRE .- Miss Lucy Rushton no ways ar-couraged, will make another appearance before the public of Philadelphia for one week. She has chosen for her second debut here a piece "aftered and corrected" from the Sea of Ice, in which she plays the herome, or rather the two hero-ines, mother and daughter, including the wid lindin piri. The piece was the one in which she made her debut in New York at Mrs. Wood's theare. It was then called Lolak, but its resem-blance to the Sea of Lee rendered its assumed name uscless. The mask was litted directly. There great opportunity for display of costume, of which, no doubt. Miss Rushton will avail herself. Mr. Rankin, Mr. Lilton, and Mr. Marlowe are all in the cast, a: d the piece will no doubt be put upon the stage with good effect.

NEW CHESNUT STREET THEATRE -This is the last week or the season, and the last week of the Webb Sisters. This evening *The Forty Thieves* will be produced, with appropriate scenery. Little Katie Baker will also appear. Miss. Ada Webb has a brilliant part. She has won her way into the hearts of

NEW AMERICAN THEATRE.-Mr. Eurnshaw has abolished all the Casino-like features of lishment, and promises performances that shall unite the sensational and shows with all the more sould attractions of a good company. Mr Harry Pearson's name, which we notice at the head of the list, is a

WALNUT STREET THEATRE.—Mr. Booth will give us his magnificent representation of Hamlet again this evening. During the week he offers a great variety of performances. On Tuesday the fine original piece of The Fool's Revenge.

GAZZANIGA—This name recalls the first brilliant days of the opera in Philadelphia. There has never (not even excepting Parti) been so favorde or congenial a prima donna here as M'me Gazzaniga. She will g ve two concerts here during the week at Musical Fund Hall, assisted by the flower of Grau's company. Our musical public should make her reception

-Charles P. Dimitry, who is writing "The Alderley Tragedy," a novel of merit, for a Southern sheet, is preparing to issue his work in book form. We would recommend the book to a New York publisher as one that would doubtless prove attractive and popular.

-Carleton announces "The Life of James Stephens," with a history of the origin and progress of Fenianism, authorized and revised by the great "Head Centre" himself, who furnishes among other curious material, a description of his unraculous escape from the iron bars of "John Bull's" strongest hold.

RAILROAD LINES.

FOR NEW YORK,—THE CAMBEN AND Company's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will leave as follows, viz:—
At 5 A. M., via Camden and Ambay, Accommoda 50.25

Ville Pemberton, and Vincentown. At 5 3, M, and 2 P. M. for Freshold.

At 5 and 16 A, M., 12 M., 4, 5, 5, and 11:30 P. M, for Fish house. Primyra, Riverton. Progress, Delanco Beverly. Edgewater, bur instan. Forence, Bordentown etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE.

At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Liness Lines, fare 83:99. The 6:45 P. M. Line will run daily. All others Sundays executed.

The 645 F. M. Line will run daily. All others Sundays excepted.

At 7:30 and 11 A. M., 3:3:30:4:30, 5, and 6:45 F. M. and h. tallight. for Bristol, Tremion, etc.

At 7 and 10:15 A. M., 12 M., 5, 4, 5, and 6:45 F. M., for Cornwell's Torrisdale Holmesbury, Tacony. Wiselnoming, Bridesburg, and Frankford, and at 10:15 A. M. or Bristol, Schenck's, Eddington, and S.P. M. for Holmesburg and Intermediac estations.

At 7:30 A. M. and 3:30 F. M. for Niagara Falls, Buffalo, Dunkirk Camandalyna, Elmira, Ithaca, Owego, Roches er, Bing hempion, Oswego, Syracuse Great Bend, Montroso Wilkesbarre, Scranton, Stroudsburg, Water Gap, Felvidere, Laston, Lambertville, Flemington, etc. The 3:30 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie bem. etc.

bem. etc.
At 5 F. M. for Lambertville and intermediate stations.
June 1, 1806. WILLIAM H GATZMER, Agent.

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing THURSDAY, May 31, 1966, LEAVE PHILADELPHIA AS FOLLOWS:—8 A.M. Mall, for Bridgeton, Salem, and all intermediate stations.

8 A. M. Mall, for Bridgeton, Salem, and all intermediate stations.
9 A. M. Mail for Cape Mry, stopping at Woodbury, Glassboro', Vinciand, and Millville, and all stations below Milville. Due 12/35 M.
3 F. M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro. Due 8:15 F. M.
3 30 F. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 F. M. Woodbury Accommodation.
RETURNING TRAINS
Leave Cape May 630 and 11 A. M.
"Bridgeton 7 A. M. and 3:50 F. M.
"Salem 6:45 A. M. and 3:50 F. M.
Freight will be received at Second Covered Wharf below Walnut Street, from 7 A. M. until 5 F. M.
That received at or betsers 9 A. M. will go through the same day
Freight Delivery. Mo. 228 S. DELAWARS Avenue.

ame day
Freight Delivery, Vo. 228 S. DELAWARS Avenue.
531 J. VAN RENSSALAER, Superintendent,

RAILROAD LINES

THILADELPHIA, WILMINGTON, AND BAL
TIMOBE RAILROAD,
TIME TABLE.

COU mencing MONDAY April 15 1866. Trains will
leave Deput corner of BROAD Street and WASHINGTON Avonue, as follows:

Express Train at 4 15 A. M. (Mondays excepted) fo
Bullmore and Washington stepping at Chester. Will
unington Newark, Likton, Northeast, Perryville, Havre
de Crace, Aberdeen, Perryman's, Magnolia, Chase's
Stemmer's Run.

Way Mail Train at 8 15 A. M. (Sundays excepted), for
liattenore, stopping at all regular stations between Phiincellulus and institutor.

Delaware Rairoad Train at 2 A. M. (Sundays excepted, for Princess Anne, Milord, and intermediate
stations.

ations. Express Train at 11-45 A. M. (Sundays excepted), for Battimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, stopping at thester, (flavmost, Wilmirgton, Newars, Fikton, Northeast, Perryville, Havie de Grace Aberden, Perryuan's, Edgewood, Magnolia, thase's and stemmer s Run.

Night express at 11 P. M., for Baltimore and Washington. from Dailimore for Fortress Mon-Nortella City Point, and Richmond, will take the 5 A. M. TERL WILMINGTON ACCOMMODATION TRAINS.

ministen
Leave Philade phia at 9, 11 15 A. M., 4 20, 6, and 11 30
P. M. The 4 30 P. M. tarin converts with Dolaware
Relibrad or Harrington and infermediate stations.
Leave Wilmington at 6 45, 8, and 9 20 A. M., 4 and 8 20 Trains for New Castle leave Philadelphia at 9 A. M.,

430 a2d 0 P. M. HROUGH TRAINS FROM BALTIMORE Leave Wilmington at II A. M. 436 and 40 P. M. CHISTER FOR PHILADILPHIA. Leave Chester at 746, 846, 10 14, and II-40 A. M., 4-43 PLOM BALTIMORU TO PHILADELPHIA. 1 cave Pattinore 7 to A. M., Way mail 6 20 A. M., apres 1 10 P. M., Express, 6 25 P. M., Express 8 25

F. M., EXDRESS
TRAINS FOR BALTIMORE
Leave Observerst 4 49 and 5 52 A. M., and 3 38 P. M.,
Leave Winnington at 5 23 and 9 38 A. M. and 4 15 P. M.,
Freight Trains with Passenger (are attached will leave
as to lows;—Wilhoungton for Perry vible and intermediate
stations at 5 6 S. P. M. Baltimore for Havre-de-Grace and
intermediate stations at 4 45 P. M. Perryville for Wilmication and intermediate stations in 5 90 a. M. connecting at Wilmington with 8 A. M. train for Philadelphia.
SUNDAY TRAINS.

sunday the second of the secon Accommodation T. am from Wi mington for Philadel phis and intermediate startings at 5 ° 0 F. M. 4 16 B. F. KENNEY. Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-The Trains of the Pennsylvania Central Railroad leave the Denot, at Thiry-not and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of the Evening Testin. Mann's Haggage l'xpress will ca'l for and deliver Burgues at the Depot. Orders lef at the Office, No.

и. п	TRAINS LEAVE LEFOT VIZ.7-	
- 1	Mail Trainat 8 00	5 . M
- 1	Daily Expressat 10:00	0.0
t	Paoli Accommodation, So	9.0
: I	Fast Line and Eric Express	
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	Paoli Accommodation, No. 3	
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4	TRAISS ARRIVE AT DEPOT, VIX.1	1000
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e.	Philadelphia Expressiat 7-10	80
8	Paoli Accommodation, No. 1	
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n	LERDCREEF STRILL	P 34
1-	Fast Line at 110 Paol Accommodation, No. 2, at 410	
d	Pao I Accommodation, No. 2	44
	Day Express	
6 8	Pagu Accommodation 7:30	9.91
	Harrisburg Accommodation	244
-	*Daty except Saturday, † Daily, † Daily, e	TOOM
0	Monday	meet.
ia.	Running through from Philadelphia to Plits	hieren
	and Erio without change of cars. All other Trains	dans
,	are the strategy of the strategy at the strategy	A 6611.3

except sunday

The Penasylvania Railroad Company will not assume any risk for Bagage, except for Wearing Apparel, and limit their responsibility to One Hun red Dollars in value. All Bargage exceeding that amount in value will be at the risk of the owners, unless taken by special contract.

contract

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Are located at No. 621 Chesnut street, Continental Botel, and Girard House, where Tickets may be procured to all important points to Pennsylvania, as well as the West, Northwest and Southwest; and ight particulars given as to time and connections by JOHN C. ALLEN, Ticket Agent.

Alco at Thiry-first and Market Streets on applica-Allo at Thirry-first and Market streets on application to THOMAS H PARKE.

Tacket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). F. tion to full particulars as to lare and accommodations, apply to
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No. 137 DOCK Street.

No. 137 DOCK Street.

DHILADELPHIA, GERMANTOWN, AND NORRISTOW'S RAILROAD.
On and after WEDNESDAY, May 16, 1866,
FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 10, 33, 4, 5, 554, 8, 7, 8, 10, 11, 12 P. M.
Leave Germantown 6, 7, 74, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 64, 7, 8, 9, 10, 11, 12 M.
The 8 26 down train, and 35, and 55, up trains will no stop on the Germantown Brench.
ON SUNDAYS.
Leave Philadelphia 9, 10, 4, 4, 5, 5, 8, 105, P. M.
Leave Germantown 8, M., 1, 4, 64, 55, P. M.
Leave Germantown 8, M., 1, 4, 64, 55, P. M.
Leave Chesnut Hill 7, 10 minutes, 8, 946, 11, 40 A. M.
140, 340, 540, 640, 640, and 10, 40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9, 10 minutes A. M., 2, 3 and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes A. M., 2, 5, and 8 P. M.
Leave Philadelphia 6, 8, 25 minutes, 11, 45, 5, M., 18, 3, 48, 55, 65, 8, 66 minutes, and 114 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8-25 minutes, II-05 A.M., 18, 3, 48, 5%, 6%, 8-65 minutes, and II-2 P. M.
Leave Norristown 5%, 7, 750, 9, II A., M., 14, 4%, 6%, and 8 P. M.
The 5% P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 8 P. M.
Leave Philadelphia 6, 8-25 minutes, II-05 A. M., 1%, 3, 4%, 5%, 6%, 8-35, and II-P. M.
Leave Manayunk 64, 7%, 8-20, 9%, II-8, A. M., 2, 5, 6%, 85; P. M.
ON SUNDAYS.

M. P. M.
ON SUNDAYS.
Leave Philadeiphia 9 A. M., 214, 4, and 74 P. M.
Leave Manayunk 78 A. M., 114, 5, and 98 P. M.,
W. S. WILLSON, General Superintenact,
Depot NINTH and GREEN Streets.

Depot NINTH and GREEN Streets.

Change and Alexandria Hailroad.

On and after Monday. February 12 two daily trains will run between Washington and Lenchburg, connecting at Gordoneville with Virginia Central Ballroad trains to and from Richmond as follows:

MALLIRAIN.

Leave Washington daily (Sanday excepted), at 6.45 A. M., and errive at Lynchburg at 7 A. M. and arrive at Washington at 26 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 26 P. M.

Leave Washington saily (including Sunday) at 6.05 P.

M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington at 6.10 A. M.

Point trains making close connections at Lynchburg

ton at 6 10 A. M

profit trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comor able accommodations, but for the fact that it passes the now pixtoric localities of Fairfax, Buil Run, Manassas, Bristoric localities of Fairfax, Buil Run, Manassas, Bristoric Comittee, Places of imperishable interest in the popular wind. popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the offices of the road in Washington Alexandria.

W. H. McOAFFERTY.

General Superintendent.

HIREIGHT LINES FOR NEW YORK AND A rat the Stations on the CAMDEN and AMBOY and connecting Raironds. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILVOAD AND TRANSPORTATION COMPANY "REIGHT LINES for New York will leave WALNUT Street What at 6 o'clock P M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same Cay. Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Ambov Ratl road; also, on the Belvidere, Delaware and Fremington, the New Jersey, the Freehold and Jamesburg, and the Berlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Marankachunk with all points of the Delaware, Lackawanna, and Western Rail road, forwarding to syracuse, Buffalo, and other points in Western New York.

The New Jersey Kailroad connects at Elizabeth with the New Jersey Railroad, and at Newark with the Morris and Essex Railroad, and at Newark with the Morris and Essex Railroad, and at Newark with the Morris and Essex Railroad, and the marks and numbers, shippers, and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

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be sent with each one or go and the given.

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Public Building School, College, and Shop Furriture All Emds of Furniture wanted by housekeepers at exceedingly low prices at either of their lumense establishments. It was want to save money and get well served go to GOULD & CO. letter purchasing elsewhere. Corper of NINTH and MARKET, and Nos. 7 and 49 N. SECOND Street. 2 10 50

COURTNEY & WILLITS, Nos. 14 and 16 S. Seventh St., Philada. MANUFACTURERS OF

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Takes pleasure in recommend no them to his forme, parrons as they are gentlemen of well-known integrity par form as they are general and the resolution of the old DRIVE | S' ICE COMPANY, and in every way not so as to give entire estisanction to all who may kindly favor them with their custom.

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THOMAS J. L. ONS.

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CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It anything was wanted to prove the absolute putity of this Whisey, the following certificates should do it There is no alcoholic submitant knowledommanding such eccene. Charles on such ligh sources:

PHILADELPHIA, September 9, 1858.

We have carefully tested the sample of CHESNUT GROVE WHISKY which you send us, and fine that it contains NONE OF THE POISONOUS SUBSTANCE known as FUSIL OIL which is the characteristic and injurious ingredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC, Analytical Chemists.

New York, September 3, 1858.

I have analyzed a sample of CHESNUT GROVE VHISKY received from Mr charles Wharton, Jr., of Phinodelphia: and having carrigily tested if, I am pleased to state that it is entirely from Foundation of the control of the and tine-flavored quality of whisky, JAMES R. CHILTON, M. D.,

Boston, March 7, 1859 I have made a chemical analysis of commercial sam ples of CHESNUT GROVE WHISKY, which proves to be free from the heavy Fusil Olis, and perfectly pure and unadulterated. "The fine flavor of this whisky is derived from the grain used in manufacturing it.

Respectfully. A. A. HAYES, M. D.,

State Assayer, No. 16 Boylston street.

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IMPORTERS BRANDIES, WINES, GINS,

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pany.

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HOMA S. C. HAND, President,
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C. LEA ELD.

William G. Boulton,
Edward Darlington,
Edwa

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, 8200,000. This company continues to write on Fire Risks only Its capital, with a good surplus, is saidly invested.

701 Lesses by fire cave been premptly pale, and more than \$500,000 Disbursed on this account within the past few years. For the present the office of this company will remain at

No. 415 WALNUT STREET, but within a few months will remove to its OWN N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety

DHECTORS,
ALFRED S. GILLETT,
N. S. LAWRENCE,
AR, CHARLES I. DUPONT,
HENRY F. KENNEY,
JOSEPH KLAPP, M. D. THOMAS CRAVEN,
FURMAN SEEPPARD,
TEOS. MACKFLIAR,
JOHN SUPPLIE.
JOHN SUPPLIE.
SILAS YERKES, JR.,
THOMAS CRAVEN. President.
ALFRED 8 GILLFIT V. President and Treasurer.
JAMES B. ALVORD. Secretary.

I 19 §

1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA. Assets on January 1, 1866. \$2,506,851'96.

UNSETTLED CLAIMS, INCOME FOR 1866 LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

Charles B Bancker, I dward C. Dale,
Tobias Wagner, George Fales,
Samuel Grant.
George W. Richards, Francis W. Lewis, M. b.
Peter McCall.
EDWARD C DALE, Vice-President.
JAS. W. McALLISTER, Secretary protem. 2 2 1123 PHOENIX INSURANCE COMPANY OF PHI LADELPHIA.

1NCORFORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLA - D INSURANCE this Company insures from loss or damage by FIRE, on Hieral erms, on buildings, metchandise turniture, etc., for limited periods, and permanently on buildings, by

ter limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than CIXTY YEARS, during which ad losses have been promptly adjusted and paid.

John L. Hodge,
M. B. Mahoney,
John S. Lewis,
William S. Grant
Robert W. Leaning,
D. Clark Wharton,
Samuel Wilcox

SAMUEL WILCOX, Secretary.

Manuel Wilcox, Secretary.

Manuel Wilcox, Secretary.

Manuel Wilcox, Secretary.

Manuel Wilcox, Secretary.

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COM LANY-Incorporated 1825—Charier Perpetual—No. old WALNUT Street, opiosite Independence equare. for over crity years, continue to insure against loss or danage by fire on Public or Private Buildings, either permenenty or for a limited time. Also on Furniure, stocks of Goods and Merchandise generally, on liberal Their Capital, together with a large Surolus Fund, is a systed in the most careful master. Which enables them to offer to the insured an undoubted security in

em to olier to all members of loss.

Daniel Smith Jr... John Devereux, Aixgnoer Benson, Thomas Smith, Fearc Hazlehurst, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr. Daniel Haddock, Jr. Ja., President, William G. Crowell, Secretary THE HOME INSURANCE COMPANY
OF PHILADELPHIA.
No. 150 S. FOURTH Street.
Charter Perpetual. Authorized Capital, \$200,000.
Patid-up Capital, \$10,000
Insures against loss or damage by FIRE on buildings, either permanently or for a LIMITED period. Also, on M. H. CHANDISE generally and Household Furniture, city or country.

city or country. James Brown,
Charles A. Duv,
William D. Lewis.
William B. Bullock,
William N. Needles,
John D. Taylor,
JAMES BROWN, President,
CHAS. A. DUY, Vice-President,
THO MAS NELLSON, Secretary.

3 305. THOMAS NELLSON. Secretary. PHE PROVIDENT I LIFE AND TRUST COMPANY,
OF PHILADELPHIA.

Incorporated by the State of Pennsylvania. Third
Month! 22d, 1866. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES.

CAPITAL, \$150,000. DIRECTORS.
Richard Cadbury.
Rer, Henry Haines.
T. Wuhar Brown.
Charles F. Comn.
SAMUEL R. SHIPLEY, President. Jeremiah Hacker, Joshua H. Morris, Bichard Wood,

ROWLAND PARRY, Actuary, OFFICE No. 111 S. FOURTH STREET.

7 205

INSURANCE COMPANIES

NORTH AMERICAN TRANSIT INSURANCE COMPANY,

No. 133 South FOURTH Street PHILADELPHIA.

Annual Policies issued against General Accidents all descriptions at exceedingly low rates. Insurance effected for one year, in any sum from \$19 to \$10 000, at a premium of only one-nail per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole pre

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 19 cents a day, insuring in the sum of \$3000, or giving \$16 per week it disabled, to be had at too General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit

For circulars and further information apply at the Seneral Office, or of any of the authorized Agents of the

ompany.

LEWIS L. HOUPT, President.

JAMES M. CONRAD, Treasurer.

HENRY C. BEOWN, Secretary.

JOHN C. BUILLITT, Solicitor

L. HECTORS,

L. L. Houpt, late of Peunsylvania Raliroad Company.

M. Baird, of M. Baidwin & Co. Seamuel C. Palmer, Cashier of Commercial Bank.

Bichard Wood, No. 305 Market street.

James M. Corrad, No. 623 Market street.

J. E. Kingsley, Continental Hotel ompany. J. E. Kingsley, i ontinental Hotel H. G. Lebenring, Non 237 and 239 Dock street. Samne: Work or Work, McCouch & Co. George Martin, No, 322 Chesnut street.

PROPOSALS.

NAVY DEPARTMENT, BUBEAU OF CON-STRUCTION AND REPAIR, WASBINGTON, D. C., May 28, 1866. Offers will be received by this Bureau until the 12th of June 1800, for the purchase of the following-named vessels, which may be seen at the Navy Yards indicate

PHILADELPHIA NAVY YARD. Screw steamer 'SAGAMORE," of 507 tons, old Screw steamer "ALTHEA," of 72 tons, old measurement.
Scop-of-war "ST. LOUIS," of 700 tons, old mea-

surement
NEW YORK NAVY YAKD.
Paddle-wheel steamer "JAMES ADGER," of 1151
tons, old measurement.
Faddle-wheel steamer "OCTORARA," of 829 tons, old measurement.
Paddle-wheel steamer "FRITONIA," of 202 tons, old measurement Screw steamer "JASMINE," of 122 tons, old mea-Screw steamer "KANAWHA," of 507 tons, old pessurement Sciew steamer "MARIGOLD," of 115 tons, old

BOSTON NAVY YARD Sloop-of-war "JOHN ADAMS," a 700 tons
There vessels will be sold with the 1 spars, standing rigging, two boats, and such other articles as wil be shown to applicants by the Communicant of the Yard where the vesses he, will the exception of their armaments, navy alchors and chains, nantical instruments, and stores. These vessels can be seen and the inventories examined at any time, on appli-cation to the Commandants of the Yards. Government reserves the right to withdraw any of

Fayments must be made within three days from the date of the reception of the notice of the acceptance of an offer, and the vessels must be removed from the Navy Yard within ten days from the date of the depent Proposals will be indersed "Proposals for the Pur-chase of Vensels." 5 24thim91

PROPOSALS FOR HEATING FORD'S THEATRE. CHIEF QUARTERMATTER'S OFFICE, Depot of Washington, Washington, D. C., May 23, 1868

WASHINGTON, D. C., May 23, 1865.)
Sealed Proposals will be received at this office unto TUESDAY, June 12, 1866, at 12 o'clock M., for it EATING, by steam (direct radiation), the building in this city known as "Ford's Theatre," and the two small buildings connected therewith.

Bide should be accompanied by plans showing the manner in which it is proposed to do the work, and state the amount of radiating surface proposed for, with a description of the boiler and its capacity.

The work must be completed by the first day of Sectember, 1866.

No bids will be entertained except those from persons who are known to be in this business, and can refer to similar work which has been executed by them.
Half of the amount stipulated to be paid for the work will be paid on its completion, and the remaining one half will be retained until the heating capa-cities of the apparatus shall have been thoroughly

tested and found satisfactory.

Bidders can see the buildings and receive information in reference to the work by applying to Mr.

EDWARD CLARK, Government Architect, No. 98 Fourth street, opposite City Hall, Washington, Proposals should be addressed to the undersigned, plainly endorsed, "froposals for Heating Ford's

D. H. RUCKER, Brevet Major-Gen. and Chief Quartermaster, 29 11t Depot or Washington.

OFFICE DEPOT COMMISSARY,
NORTHESS MONROE, Va., May 25, 1866.
Sealed Proposals, in duplicate, are invited until 10 o'clock A. M., on THURSDAY, the 7th day of June,

1866, for the sale of about 9500 GALLONS OF MOLASSES (Three hundred and ninety-five half-barrels, averaging about 24 gallons each) raging about 24 gallons each)

This article is branded "Syrup," from Howell,
Earr & Co., was made from Muscovado Molasses in
December, 1864, and is in good croer.

The packages will be recoopered, and put in shipping order; the quantity determined by a Government eanger. ment gauger.

Proposa's will not be received for less than five (5)

half barto's.

The Molasses will be delivered on board vessel, 5600 pounds old Wagon Halters, free or wharinge, deckage or labor.
Purchasers will be allowed ten (10) days to remove properly. Terms—Cash, in Government funds, of which fifty

per cent, will be required on the acceptance of the bid, the balance before delivery of purchases. Bidders are requested to be present, or represented, Bidders are requested to the state at the opening of the bids.

Proposals should be endorsed on the envelope, "Proposals for Molasses," and audressed to JAMES CURRY, "Internal and C. S. V. 5 26 101 Colonel and C. s. V.

National Millitary Asylum,—
The Managers of the National Asylum for discharged volunteer soldiers, authorized by Act of
Congress, approved March 21, 1866, ask proposats
for suce for Asylums by donation or sale. The premises must be situate in one of the loval States, contain at least 206 acres of land and be in a healthy
leastfor, and easy of secrets by railroad or otherwise. location, and easy of access by railroad or otherwise. It is the purpose of the manager: to erect, without delay, extensive and permanent buildings for said Arylums, and its establishment will be largely ad-

Arylums, and its establishment will be largely advantageous to any section or railroad in the vicinity of its location.

Plans, specifications, and estimates for Asylum buildings, including detached cottages, are also asked for the approval of the Board. Liberal compensation will be given for the successful plan.

Propo als, plans, specifications and estimates—the first named to be in writing, containing plot and description of grounds and terms and conditions of transfer—must be sent to Major-General B. F. BUT-LER, at Lowell, Mass., on or before the 20th day of LER, at Lowell, Mass., on or before the 20th day of June, 1866. BENJ F. BUTLER. President Board of Managers.

Lewis B. Gunckel. Secretary.
Papers entitled to publish the laws of the United States are respectfully requested to publish this three (3) weeks prior to the 20th of June, 1866, and send their bill, with copy of notice, as above distanced.

GREEN PEAS, GREEN CORN, FRESH PEACHES,

FRESH TOMATOES, PLUMS, ALBERT C. ROBERTS DEALER IN FINE GROCERIES, 9 13 4p Cor. ELEVENTH and VINE Streets.

MISHLER'S HERB BITTERS.

WHOLESALE AND RETAIL. J. GRIEL & BRO.

GENERAL AGENTS, 5 16 1m No. 28 South SIXTEENTH St., Philada. GOVERNMENT SALES.

A SSISTANT QUARTERMASTER'S OFFICE, No. 19 STATE Street, New York City. May 28, 1896. In pursuance of orders of the War Department, I will sell at Fubic Auction, at 12 o'clock M., on THURSDAY, the 7th day of June. 1863, at the premises, Trenton, New Jersey, the Buildings Bar-racks, etc. constituing the "Depot Camp." viz.— Five Barracas, two stories high, and 80 by 80 feet

each Officers' Quarters, 120 by 30 feet. Hospital, 80 by 50 feet.

Quartermaster's and Commissary's Storehouse, 35 ty 50 teet. Storehouse, 150 by 24 feet. Storehouse, 150 by 24 feet.
Kitchen, 16 by 16 feet.
Ware house, 16 by 16 feet.
Shed, 10 by 18 feet.
Shed, 10 by 18 feet.
Bincksmifn Shop, 16 by 10 feet.
Wagon-Master's Office, 12 by 12 feet.
Stable, 260 by 26 feet.
Small Stable, 16 by 40 feet.
Watch-house, 6 by 7 reet.
2550 feet of Fence, 9 feet high, and
450 feet of open Fence, 4 feet high.
The tuildings were built of good merchantable fumber, and are in good condition.
The buildings will be sold separately.
Also, unless otherwise ordered, a quantity of

Also, unless otherwise ordered, a quantity of Quartermaster's Stores, and Camp and Garrison Equipage, consisting in part of the following arti-

5 Horses.
4 Army Wagons.
1 Spring Wagon.
Cficers' Desks. Tables, Chairs. Wooden Pans. Carpenters' Tools, Spades, Shovels, Coal Hods,

Axes, Hatchots,
Windowski Brushes, etc.
Cans, Trowsers, Coats, Blouses, etc.
Also, 35 cords of Pine Wood, and
10 000 feet assorted seasoned Lumber, in good Terms of sale-Cash on rendition of accounts.

Harcess.

The buttings must be removed as soon as practi-cable, and at the risk of the purchasers.

For further miormation in regard to the nature and kind of materia's and articles, and their situa-tion and condition, application should be made at the Quartermaster's Office in Treaton, to HENRY T. HOLCOMB, Agent, or to the undersigned.

The Government reserves the right of declining all nids offered, in they are considered unian or disadvantageous

y order of Byt, Major-Gen, STEWART VAN VLIER, Chief Quartermister Department of the East.
B. C. MORGAN,
E9 8r Brevet Major and A. Q. M.

CALE OF GOVERNMENT LUMBER. CHIEF QUARTERMASTER'S OFFICE,

DEPOT OF WASHINGTON,
WASHINGTON, D. C., May 31, 1868
The offers received under the advertisement of May
S being considered less than the real value of the
material, were not accepted, and Senied Proposals
are again invited until THURSDAY, June 21, 1863,
are 12 of ork M. for the purchase of 843,000 feed. at 12 o'c ock M., for the purchase of \$43,000 foet of Government Lumber, of the following sizes and

descriptions, viz.:—
18.000 feet 1½-luch Oak,
100.000 feet 2½-nch Oak,
100.000 feet 2½-nch Oak,
129.000 feet 8-nch Oak. 10 000 feet 5-mch Oak. 10 000 feet 2-inch Hickory. 6 500 feet 8-inch Hickory. 14,600 feet 4-inch Hickory. 89,000 feet 14-inch Ash. 74 000 feet 2-inch Ash. 86 000 feet 8-inch Ash. 90,000 feet 4-inch Ash. 20 000 feet 5-inch Ash. 8,500 feet f-inch Pine. 24,800 feet f-inch Pine.

37 000 feet 1-meh Pine.
25 000 feet 1-meh Poplar.
18 000 feet 1-meh Poplar.
The attention of wagen and carriage-makers is called to this sale, as the above is a very superior but of well-sensoned Lumber, suitable for manufacturing purposes. It can be seen by applying to be seen purposes. It can be seen by applying to Breyot Brigadier General C. H. TOMPKINS, Quartermaster in charge at Lancoln Depot, about one mile east of the Capitol.

Bics will be received for the purchase of ten thou-sand feet and upwards. The undersigned reserves the right to reject all the bids should they be con-Fayment (in Government funds) will be required upon notification of acceptance of bid and prior to the delivery of the Lumber, which must be removed within fifteen days after the proposal is accepted.

Proposa's should be signed by the bidder's full name, and give his post-office address, plainly in-dorsed, "Proposals for the Purchase of Lumber," and directed to D. H. RUCKER Brevet Major-Gen., and Chief Quartermaster, 6 1 17t Depot of Washington, D. C.

LARGE SALE OF ARMY WAGONS, AMBU-LANCES, HARNESS, SCRAPIRON, ETC. CHIEF QUARTERMASTER'S OFFICE. DEPT OF WASHINGTON,
WASHINGTON, D. C., May 21, 1866
Will be sold at Public Auction, under the direction of Brevet Brigadier-General C. H. Tompkins,
Quartermaster, at Lincoln Delfor, Washington,
D. C., on MONDAY, June 11, 1868, at 10 o'clock A.
M., a large lot of Quartermaster's Stores, consistsing of

ing of
406 Army Wagons,
250 Army Wagons with
Hay Kacks,
14 two-boree Wagons,
17 Spring Wagons,
4 Watering Carts,
195 pounds Tallow, Light Carts. two horse Ambulances, Wheels, Wheels, Wagon and Ambulance Wheels, 3 Light Carts. 1 Buggy. 1084 single sets Harness, Blankets,

472 Saddles, Buckets, 21,570 pounds Scrap Chain Chains. Axles,
Axles,
Wrenches,
285 pounds Coil Chain,
1692 pounds Lead Pipe,
165 pounds Scrap Iron,
2577 pounds of Lead,
2577 pounds of Lead,
1600 rounds Scrap Store,
1600 rounds 2677 pounds of Lead, Formula For 2677 pounds of Lead, Flanes, 2600 pounds Scrap Steel, Barrels, 17,000 pounds Scrap Kettlee, Tongue Irons, 11 600 pounds Scrap Brake

from, This property has been worn, but a large portion of it is still serviceable.

The stores must be removed within five days from

late of sale.

1erms—Cash, in Government funds.

D. H. RUCKER,

Brevet Major-Gen, and Chief Quartermaster,

5 22 17t

Depot of Washington.

L ARGE SALE OF GOVERNMENT
CORN.
CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., May 30, 1866
There will be sold at Public Auction, in and near
this city, under the direction of Brevet LieutenantColonel J. G. C. Lee, A. Q. M., on THURSDAY,
June 14, 1866, about 26,000 bushels of Corn in sacks,
at the following-named points:

at the following-named points:-At Sixth Street Wharf, 10,000 bushels.
At Gresboro Depot, 10,000 bushels.
The Grain will be sold in lots of 1000 bushels, with

The Grain will be sold in lots of 500 business, with the privilege of the purchaser taking any amount up to 5000 business.

The sale will commence at Sixth street wharf at 10 o'clock A. M., and immediately after the completion of the sale of the amount at that point it will be continued at Giesboro Depot.

A Government boat will be in readiness at Sixth that the control to the same paragra who wish to extend the street wharf to terry persons who wish to attend the sale to Giesboro and back.

The Grain must be removed within ten days from date of sale.

Terms—Cash, in Government funds.

Brevet Major-Gen, and Chief Quartermaster, 5 81 12t Depot of Washington, DEAFNESS, BLINDNESS, AND CATABRE D. EAFNESS, BILINDAYS, AND CATABARA
it reated with the atmost success by J. ISAACS,
it. D., Ocurist and Aurist, No. 579 PINE Street. Testimontals from the most reliable sources in the city can
be seen at his office. The Medica. Faculty are swited
to accompany their patients, as he has no secrets in his
practice. Artificial cycs insorted without pain. No
charge made for examination.

PHILADELPHIA SURGEONS?

BANDAGE INSTITUTE No. 14 N.

NINTH Street, above Market.—B. C.

EVERETT, after thirty years' practical experience,
guarantees the skillul adjustment of his Premium

Patent Graduating Pressure Truss, and a variety of
others. Supporters, Finsite Stockings, Shoulder Braces,
Crutches, Suspensories, etc., Ladles apartments conducted by a Lady.

5285

TRUSSES, SUPPORTERS, BRACES, and all other Surgical appliances of the most approved kinds, infinitely superior to all others, at Na. 50 North SEVENTH Street. Ladies attended by Mrs. Dr. McCLENACHAN. Male department by a component surgical.