HUMAN HAIR.

WIGS, WATERPALLS, RATE, MIGE, CURLS, PRONTS RTC .- HOW THEY ARE MADE, AND ALL ABOUT

A fine head of hair is a good thing to have Most people prefer to wear that which grows spontaneously upon their own heads to that cultivated by anybody else. But the desires and preferences of mortal men and women are not always consulted by Dame Na ure, and among the many trials to which she subjects us, the loss of our hair is not the least. What nature denies us art must supply—hence wiremakers denies us art must supply—hence wig-makers. It, however, the demand for human nair was contined to the cover ng up of bald heads alone, artists in hair would be tew in number. Pashon comes to their rescue, and by decreeing that no lady's toilette is complete unless she has a wad of someoody's else hair mixed with her

own, saves the artist from starvation.

We had supposed for the past lew years—or since waterfalls, curls, fronts, and all the long tist of insects and vermin ter ladies' wear beeame popular—that ladies monopolized, com paratively speaking, the human hair business Investigation, however, convinces us that they have not got a great deal the advantage of us. and that gentlemen are given to wearing de ceptive heads as well as the opposite sex. fact, the consumption of imported hair by the two saxes is not far from equal, or, at a liberal estimate, as five to three,

The importation of human hair to this country involves the expenditure of apwards of one million dollars per a num. There are not over haif a doxen large importers in the country, and of these the majority conduct business in tais enty. They purchase from the manufacturers in France and Germany. The human hair of commerce is obtained from France, Germany, and Belgium principally. Peddlers in those countries go from one town to another and purchase from the peasant girls their superstuous har, paying them in peddlers' goods a triffing sum. These peddlers are well known in their par-

ticular districts, and thee coming is anxiously looked for by the maidens with whom they trade. These women, all of whom are nard workers in the house or in the field, are glad to obtain a few articles of finery for the cove'ed locks which to them are an incumbrance. The peddler cuts the hair himself, leaving to the peasant girl her front locks. These she brushes back benind her ears and twists in a knot at the back of her head, the shorn spots being covered those bewitching little caps which break the hearts of artists and penetrate the souls The peddler having gone through his district and gathered his crops, the yield varying from tour or five ounces to a pound of mair per head, hastens to one of the large cities where he disposes of his harvest, the shaven and shorn taking themselves to the work of the nelds.

What a maiden thus disposes of for a tew trinkets of the value of one or two dollars, the peddler sells to the manufacturer for eight or ten. The hair has now to go through a series of difficult as well as dexterous manipulations before it is ready for market. It is first washed in chemical solutions to cleanse it from all impurities, and remove the oil which is natural to
the This operation kills the hair, but
tts grows color. It is then carefully

does not change us . sorted into various lengths, which is done b means of brushes. The nair is sorted from the by the dexterous tingers of the work ten A young lady's nead will yield hair of two, three, or tour colors, according to the degree of exposure it has undergone, and lengths of two to forty inche. These lengths and colors are made up in uniform bunches, and shipped to the large dealers.

The dealers become so expert in handling hair that they are enabled from the color and smell of the hair to tell what part of the country it comes from, and in some instances the exact town and family. Spain, France, and Italy furnish the market with black and dark brown hair; the southern and middle portions of Germany supply light brown and chesnut; blonde, and Scotland the red. White hair is found wherever old people exist and is the most expensive of all varieties. White hair, from thirty to forty inches in length, is worth \$20 per ounce at the manufacturer's. Other lengths are proportionably valuable. Blonde, or saudy hair ranks next in point of value, but is closely followed by the were fashionable, locks of a sanguinary bue rivalled white in the matter of cost and scarcity. Of prown hair there is a greater supply than any other color. Black is to be found in large quantities, and the cost of the two latter colors consequently less than any of the others.

Turkey demands the longe thair in the market, and Russia the greatest quantity. France consumes an immense quantity, owing to the fact that it is cheaper there than anywhere else. and also for the leason that a greater degree of skull in dressing it is found there than anywhere else. In Paris, to a population of one million and a half, there are upwards of 3000 hair-dressers, all of whom are also manufacturers of head-ornaments. America pays the highest price for her hair, owing to the duties imposed. The tax on the unmanufactured har is 30 per cent.; on ready-made goods, 40 per cent.; and on goods manufactured with silk, 60 per cent. The prices of manufactured goods depend upon the length of the hair,

wanufactured goods are those articles known as "fronts." or any contrivance designed to cover a lady's baldness. These require a great amount of labor, each and every hair being woven through a piece of white silk. This is done mostly by ladies in Paris, where their labor costs but a trifle. For this reason this class of hair-work is nearly all imported. In the manufacture of waterfalls, rats, mice, and other arrangements for the adorument of ladies' keads. America can do as well as France. These articles have always been a mystery to gentlemen, but anybody can make them, when they know how. They are made of har "weit" rolled round a wad of cotton. To make the "weit" you set two little apright sticks on a table; then you stretch three black threadfrom one to the other; then you take a little lock of long hair, and run it under one thread. over another, then under, then over, then make a bali-hitch, haul it taut, and make all fast then you take another little lock, and do the over and under business same as before, and keep doing it till you get about six inches of it, and that's "weit,"

Then to make the waterfall, you take a bagany size is tashiouable-fill it with hair that can't be used anywhere else, then wind your west outside of u, tuc.ing the ends into the bag; then you cover the whole thing with a small fish net, and sprinkle on a few peads and span gles, and that's a waterfall. Anybody can make them-rats and mice are made the same way, only a little different. Usually, however, the animals consist of a cotton wad, which the ladies work into their own bair when they want to put it out. When their hair is very thin they have to get the wads covered with some on else's hair. Rolls and coils are also made weft, wrapped around cotton wads. A lady's head-gear may cost from \$5 to \$100, according to the color and quantity of hair, and the

amount of work required in preparing it.

The hair-work for gentlemen requires more skill, and is, consequently, m: re expensive than that for ladies. A wig is a very difficult thing to make. First, an accurate measurement is taken of the baid place designed to be covered. Then the silk or netting, or whatever substance is to form the foundat on of the wig, is cut in accordance with the measurement, and sewed upon a block, which block is shaped something like the head of a man. Then several pieces of watch-spring are nearly sewed upon the slik, the springs being ben to the form of the block. and designed to secure the wig to the man's head. A girl then takes the pattern, and works into the toundation the bair designed for the wig. With a tool which seems a cross between a snecmaker's crooked awl and a bodkin, the girl ties in the nair. The tool is pushed through foundation, seizes two or three from the girl's fingers, ties a slip knot in them. and then straightens them out. Tois is repeate ontil the foundation is covered with Greater care is taken, however, in producing the "part" in the hair of the wig. An open piece of very fine nerting is set in for the "part," and through each little hole a single hair is drawn,

and fastened so that it will lie either way. This is considered the name of wig-making, to produce the 'part" so that it will look natural. Great improvements have lately been made in the manuscture of wigs, and a man can now get one which will weigh from one to two ounces, and which will never get out of place on the head. A wig costs from \$18 to \$75, and will seldom ever last over one year. The hair usually loses its color before the foundation wears out. The difference in the vitality of individuals clings to their hair after it is cut off.

A wig will generally contain hair which has been taken from the heads of three or four dif-ferent individuals, and after a little wear the owner of the wig will fird that his hair is fading out unevenly, and his head becoming streaked with a variety of hues. One variety of wig, considered the best, and which is certainly the lightest, is made on a foundation composed entirely of hair, woven into netting. A wig of this kind, while it will require two ounces of hair to make it, will weigh but an ounce and a half when completed. This is owing to the great quantity or material wasted in handling short Ornamental hair-work belongs more particularly to be lewelry business, or may classed as a specialty of that business, and not done by those artists who make head deco-rations. Many pieces of ornamental work are made to order from the hair of some person dear

to the individual ordering it.

The har is first cleansed from all impurities and then waxed. It being in a bunch, a weight is attached to one end of the bunch. To the other end of each hair weights are also fastened The workman, sitting at a bench with a hole in centre, drops the end of a bunch through the hole, and spreads out the individual hairs in front of him, the weights keeping them all in Then by passing them over and under each other, he produces the peculiar braid desired. This braid is subsequently put together in form to suit the person ordering, be it a watch guard, breastpin, earrings, or anything else ome very beautiful ornaments are made in this manner, and at one time were quite tashionable. The process of waxing and working the hair generally imparts to it a little darker shade than the original possessed, which fact has led many people to believe that the artist did not return the same hair be received.

There is comparatively little natural curled hair, and to prepare curls for the use of those ladies who just upon wearing ringlets tries the patience and fills the wallets of the dealers therein. To prepare the curls, long straight hair is wound very tightly around little pieces of wood and fastened. These are then boiled in water for a long time, after which they are baked. They must alterwards be hung up to season for months, or even years, if the dealer can afford to be out of his money so long, before they are fit for sale. Even then, the lady purchaser will find it necessary every hatle while to have them renewed, reboiled, and re-baked. There is not one lady in ten who rejoices in curls, who does not owe her ringlets to her curl papers and her curling-irons

In America the gathering of hair and its preparation for market is yet in its infancy. There ate peodlers, however, who travel about the to part with it readily. A lew pounds of what the dealers term 'sick hair" is brought in occasionally, but it does not meet with a ready sale. This is taken from the heads of sick persons, who, being confined to their beds for time, find their hair inconvenient. An experdealer informed us that if two ounces of hair" were concealed in twenty pounds of good hair, he could separate the one from the other to the last hair, with his eyes closed, simply by teeling it. This same ventleman, a large im porter, is compelled to keep on band constantly from one to two hundred thousand dollars worth of hair to supply his customets.

Some believe the German hair to be the best, others prefer the French hair. The only difference, however, is produced in preparing it for market. We were shown a bunch of beautiful hne golden colored hair, between forty and fifty inches in length, which came from Bohemia. A number of families in that locality convribute annually several pounds of this peculiar and valuable bair. Other families in the same locality are crowned like the Albinos whom dealer in hair to whom we have alluded asserts that the Albino man and woman who have been on exhibition so long at the Museum are natives of Bohemia; that he knew them at home twenty years ago, and that he often goes up and has a chat with them in their native tongue. On a recent occasion he accosted the man, and said "Why do you call yourself an Albino?" The reply was, "Eccause at pave." Barnum has evidently had the man under his own teaching The dealer asserts that he has seen many chil-dren in Bohemia possessing hair of a color simi-

lar to these Albinos. As we have before remarked, America expends upwards of one million of dollars annually for imported hair. The quantity consumed in Eugland amounts to about five tons a year, and in France the quantity is still greater. Tarkey and Russia asgrabout the same quantity, but of a more expensive quality. All these countries are supplied with hair at a much less cost than America. - N. Y. Times.

SUMMER RESORTS

EXCURSIONISTS TOURISTS.

Pleasure Seekers

TO NIAGARA FALLS,

Lake Ontario, The Thousand Islands, Rapids of the Eiver St. Lawrence, Moutrent, Quebec, Riviere du Loup, Saguenay River, White & ountains, Portland Boston. Lake George, Saratoga, New York, etc. etc. etc., will find it to their advantage to procure

THROUGH TICKETS,

WHICH ARE SOLD AT REDUCEL BATES AT THE TICKET OFFILE OF THE

CATAWISSA RAILROAD LINE,

No. 425 CHESNUT STREET. Passengers have choice of several routes to Ningara Falls, and Through Ticke s are sold down Lake Ontario and River St. Lawrence, to Ogdensburg, Montrea , and Quenec, via the American and English Line of Steamers. passing the Thousand Is and and the Rapids of the River St. Lawrence by daylight, returning to New York

FIFTY DIFFERENT ROUTES,

These routes offer to pleasure seekers scenery unsurassed in this country. No extra charge for meals or state rooms on steamer

between Magara Fa is and Montreal. Tickets good until November 1st, 1866, and entitle the olders to stop over at any point on the route. For jurther information and Guide Books descriptive of the Routes, apply at the Company's Office, N. VAN HORN. No. 425 CHEENLI Street. Passenger Agent. 6 13w,m2m

COLUMBIA HOUSE.

CAPE ISLAND, N. J.,

Opened on the 1st Day of June, 1866

GEORGE J. BOLTON. 6 27 w to 3m

PROPRIETOR.

SUMMER RESORTS.

EXCHANGE HOTEL,

ATLANTIC CITY. The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that his house is now open for the season and ready to recoive boarders, permanent and transient, on the most moderate terms. Ine bar will always be suppied with the choicest of wines I quers, and cirars, and superior old ale. The tables will be set with the best the market affords.

Fishing lines and tackle always on hand. Stable room on the premises. All the comforts of a home can always be found at

the Exchange. GEORGE HAYDAY.

6 14 thstu2m PROPRIETOR. INITED STATES HOTEL.

ATLANTIC CITY, N. J.

Will open for the reception of guests on WEDNESDAY, JUNE 27, 1866.

DODWORTH'S BAND engaged for the season. Persons destring to engage rooms will address

BROWN & WOELPPER PROPRIETORS, ATLANTIC CITY .

MERCHANTS' HOTEL

Or No. 827 RICHMOND Street,

CAPE ISLAND, N. J.

This Rotel being entirely refitted and refurnished in the best manner, IS NOW OPEN FOR THE RECEP-TION OF GUESTS.

The house is located near the ocean, and every atten tion will be given to merit the patronage of the public. McNUTT & MASON.

PROPRIETORS. BROWN'S MILLS BOARDING HOUSE.

The former patrons and friends of the Boarding House originally kept by the Brown lamily at Brown's Milis, in the township of Pemberton, county of Burlington and State of New Jersey, are hereby mior med that the subscriber is now ready to accommodate all who will favor him with their company.

THOMAS SCATTERGOOD. N. B.-Stages for the accommodation of passengers

to and from Brown's Mills, will run from Pemberton to depot.

6 23sw2m Proprietor of Stages

U NITED STATES HOTEL ls now open for the reception of visitors.
75 im BENJ. A. SHOEMAKER. Proprietor.
The Saturday 4% P. M. line from Vine street wharf returns on Monday, arriving in Philadelphiat at 9 A. M.

THE ALHAMBRA, ATLANTIC CITY, N. J.-A This spacious and elegant establishment will open for the reception of guests on or before the 27th ROBERT B LEEDS, Proprietor.

SUMMER TRAVEL,

Via North Pennsylvania Railroad,

SHORTEST AND MOST PLEASANT ROUTE TO WILKESBARRE, MAUCH CHUNK. ALLENTOWN. BETHLEHEM, HAZLETON AND ALL POINTS IN THE

Lehigh and Wyoming Valleys,

Commodious Cars,

Smooth Track,

Excellent Hotels Are the Specialities of this Route.

Through to Wilkesbarre and Mauch Chunk without change of cars. The new road between the summit of the mountain and Wilkerbarre opens up vie soft unsurpassed beauty, and the new hotel provides the best and most ample accommonations for summer visitors.

Excursion 'Tekets from Phinade phia to principal points, as seed Fhom TICKET OFFICES ONLY, at reduced rates, on Saturday's, rood to return the monday evening. Excursion Tickets to Wilkesbarre, good for ten days,

Issued any day. TEROUGH TRAINS.

Cars leave the Depot, THIRD and THOMPSON Streets at 730 A. M. 330 P. M., and T. P. M.

For particulars, see time table in another column.

69 2mip Eclis Clark, Agent.

CAMBEN AND ATLANTIC BALLROAD.

SUMMER AREASGEMENT.

THROUGH IN TWO HOURS,

CAMDEN AND AMBOY, PHILADELPHIA WARE RAILBOADS, AND BELVIDERE DELA-GRAND EXCURSION ARRANGEMENT

TOURISTS AND PLEASURE TRAVEL

NIAGABA FALLS, MONIREAL, QUEBEC, THE WHITE MOUNTAINS LAKE GEORGE, SABATOGA. DI LAWARE WATER GAP, ETC. ETC.

These excursion routes are arranged for the special accommodation of tourists and pleasure travellers, chabling them to visit the celebrated watering places of the North, at much less than regular rates of fare. Tickets good until November 1st, 1895 and endide the holder to slop over at any point on the route.

For Tickets, information, and circulars descriptive of the routes, apply at the Ticket Chico of the Company, No Els CHENAUT Street, Continental Hotel.

8 30 2m. W. H. GATZMER, Agent.

FOR CAPE MAY.

Commencing MONDAY July 16, 1866. Trains will cave (Upper Ferry) Market street, Philadelphia, as allows:

leave (Upper Ferry) Market street, Philadelphia, as follows:—
948 A. M. Morning Mail, due 12-25.
2 00 P. M. Accommodation due 6 P. M.
4 00 P. M. Fast Express due 7-05

Heturning Will save (spe Island—
6-30 A. M., Morning Mail due 10-07.
9 00 A. M., Fast Express, due 12-07.
5 00 P. M. Expres, due 8-22.
Ticket Office a, at Ferry toot of Market street, and No 80-8 Che.nut street, Continuous all Hotel.
Fersons purchasing tickets of the Agent, at No 828
Chesnut street can by saving orders, have their baggage called for and checked at their residences by Graham's Baggage Express.

8 28 J. VAN RENSSELAER, Superintendent.

ICE COMPANIES.

HASTERN ICE COMPANY.—SEASON OF 1866.—81bs, delly, 80 cents per week; 12 lbs delly, 75 cents per week; 16 lbs, dally, 90 cents per week; 20 lbs dally, 81 65 per week. Depot. No 241 QUEEN Street, below Third.

THOMAS J. LYONS, 61

RAILROAD LINES.

READING RAIL ROAD
AROM PHILADELPHIA TO THE INTERIOR OF PENNSILVANIA, THE SCHUYLRILL, SURGUE HANNAL UMBERLAND, AND WYOMING VALLEYS, THE NURTH, NORTHWEST, AND THE CANADAS SUMMER ARRANGEMENT OF PASSENGER TRAINS, JUNE 4 1886
Leaving the Commany's Depot, at THIRTEENTH as CAITOWHILL Streets, Philadelphia, at the follow in bours:

Leaving the Comeany's Depot. at THIRTEENTH as CAIJOWHILL Streets. Philadelphia, at the follow nothing it.

MOBNIN: ACCOMMODATION.

At 730 A. h. for Reacing and intermediate Statio At 8:15 A. M. for Reacing and intermediate Statio At 8:15 A. M. for Reacing, Lebanon. Harrisburg. Pot ville, Pinegrove. Tamaqua. Sumbury. Villiamspo Himfra, Rochesier. Nis. ara Fai's. Buffalo. A lentow witkesbarre. Pitusion, York. Caristie, Chambersbur Hagerstown. etc. etc.

This train connects at READING with East Pennsylvania Rathroad trains for Allentown. etc. and the Leban'n Valley train for Harrisburg. etc.; at PARISELLAND VALLEY Train for Harrisburg. etc.; at HARRISEUEG with Northern Central Cumberland Valley, and Schuykill and Susquehanna trains for Northumberland. Williamsport, York Chambersburg. Pinegrove. etc.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville. Harrisburg etc., connecting with Reading and Culumbia Raliroad trains for Columbia and Culumbia Raliroad trains for Columbia at Culumbia Raliroad trains for Columbia at Stationa arriving at Philadelphia at 8:55 A. M. Returning, leaves Philadelphia at 8:55 A. M. Trains for Philadelphia at 8:55 A. M. Trains for Philadelphia at 8:56 A. M. Trains for Philadelphia at 8:56 P. M. Affeinson trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 1:40 P. M. Affeinson trains leave Harrisburg at 4:10 P. M. Counceling at Reading with Atternoon Accommodation south, at 6:30 P. M., arriving in Philadelphia 9:16 P. M.

Market train, with passenger car attacned, leaves Philadelphia at 1:20 A. M., arriving in Philadelphia 9:16 P. M.

916 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves keeding at 11 30 A. M. and Downingtown at 12 36 P. M., for Philadelphia and all way stations. All the above trains run daily, sundays excepted. Sunday trains leave Pottsville at 8 50 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 50 A. M. at 1 tenuring from Reading at 4 36 P. M.

CHES ER V. LLEY RAILROAD.

Passengers for Downingtown and Intermediate nowate

Passengers for Downingtown and intermediate points take the 7:38 and 8:15 A. M. and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. Philaderpula, returning from Downingtown at 6 35 A. M. and 12/30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 00 P. M., passing Beading at 195 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg, Chicago, Wil famsport, Elmira, Bailtmore, etc.

Betterbing, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 65 A. M. and 9 15 P. M., passing Beading at 4 49 and 10 52 A. M., and 19 50 P. M., and arriving in New York at 16 A. M. and 2 45 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

le A. M. and 2 45 P. M. Sleeping cars accommany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2 10 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLI Y RAILROAD.

Trains leave Potteville at 7 and 11-30 A. M., and 7 to P. M., returning from 7 amaqua at 725 A. M. and 1 40 and 4 18 P. M.

SCHUYLKILL AND SUSQUEHANNA BAILROAD.

Trains leave Auburn at 750 A. M. for Pinegrove and Barrisburg, and 1 50 P. M., for Pinegrove and Tremont, returning from Harrisburg at 3 20 P. M., and from Tremont at 7 35 A. M. and 5 25 P. M.

Through first-class tickets and emistant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of 8. BRADFORD. Treasurer, No. 237 S. FOURTH Street, Philadelphia, 97 of G. A. NICOLLS, General Superintendent, Beachg:

COMMULATION TICKETS

At 25 per cent. discount. between any points desired, for families and firms.

MILEAGE TICKETS,

Good for 2060 miles, between all points, \$52-50 each, (or families and firms.

EASON TICKETS,

families and firms SEASON TICKETS, For three, six, nine, or twelve

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at hall fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for 8a turiday, Sunday, and Monday, at reduced fare, to be had only at the licket office, at Thill-TEANTh and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to the licket office, at the content of the content of

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS
Leave Philadelphia cally at 5 30 A. M., 12 45 noon, and 6 P. M., for Beading, Lebanon, Harrisburg, Pottsvallo Port clinton, and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

8 15

HILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD.
On and a ter WEDNESDAY, May 16, 1866, FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 34, 4, 5, 53, 6, 7, 8 9, 10, 11, 12 F. M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 43, 6, 63, 7, 8, 9, 10, 11 F. M.
The 825 cown train, and 35, and 53, ap trains will no

The 8 26 sown train, and 3% ard 5% up trains will no stop on the Germantown Branch.

ON SUN DAYS.

Leave Philadelphia 5:10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Getmantown 8 A. M., 1, 4, 6% 9% P. M.

ChESNUT HILL RALLROAD.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M.

1:40, 2:40, 5:40, 6:40, 8:40, and 16:40 minutes P. M.

Leave Chesnut Hill 7:40 minutes A. M., 2, 3, and 8 P. M.

Leave Chesnut Hill 7:41 minutes A. M., 12:40, 6:40, and 9:25 minutes P. M.

FUR CONSHOULD KEN AND NORRISTOWN,

Leave Philadelphia 6:8:35 minutes, 11:40 A. M., 11:4, 5%, 6%, 6%, 8:05 minutes, and 11% P. M.

Leave Norristown 5%, 7, 7:50, 9, 11 A., M., 11%, 4%, 6%, and 8 P. M.

Leave Norristown 5%, 7, 7:50, 9, 11 A., M., 11%, 4%, 6%, and 8 P. M.

Leave Norristown 5%, 7, 7:50, 9, 11 A., M., 11%, 4%, 6%, and 8 P. M.

Leave Norristown 5%, 7, 7:50, 9, 11 A., M., 11%, 4%, 6%, and 8 P. M.

Leave Norristown 5%, 7, 7:50, 9, 11 A., M., 11%, 4%, 6%, and 8 P. M.

Leave Morristown 5%, 7, 750, 9, 11 A., 35., 124, 428 6%
The 5% P. M. train will stop at School Lane, Wissa
hickop, Manayunk, Spring Mill, and Conshobocken only
ON SUND. YS.
Leave Philadelphia 9 A. M., 2% 4 and 7% P. M.
Leave Philadelphia 6. A. M., 1, 5% and 8 P. M.
FOR MANAYUNK.
Leave Philadelphia 6. 8 35 minutes, 11 05 A. M., 126,
126 5%, 0%, 8 0%, and 11% P. M.
Leave Manayunk 6%, 7%, 8 20, 9%, 11%, A. M., 2, 5, 6%
8% P. M.
ON SUNDAYS. M. P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 124, 4, and 7 M. P. M.
Leave Manayunk 7 M. A. M. 124, 6 and 9 M. P. M.
W. S. WILSON, General Superintender t.
10epot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,—
Depo: THIRD Street above Thompson.
For BETHLEHEM. DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARKE.
At 736 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleron. Willamsport, and Wilkes barre.

At 739 A. M. (Express), for Bethledem, Allentown Manch Chunk, Hazleton Williamsport, and Wilkes barre.

At 330 P. M. (Express) for Bethledem, Easton, etc. reaching Faston at 645 P. M.

At 515 P. M., for Bethledem, Allentown, Mauci Chunk.

For Doylestown at 835 A. M., 230 and 415 P. M.

For Lansdale at 615 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethledem at 625 A. M. and 1275 Noon, and 515 P. M.

Leave Hotyledem at 650 A. M.

Leave Fort Washington at 10 35 A. M., and 275 P. M.

Leave Fort Washington at 10 35 A. M., and 275 P. M.

Philadelphia for Beth enem at 9 A. M.

Philadelphia for Doylestown at 230 P. M.

Boylestown for Philadelphia at 730 A. M.

Bethledem to Philadelphia at 730 A. M.

Through Tickets must be procused at the ticket offices, THIED Street or BERES Street.

STILEST JERSEY RAILEOAD LINES. FROM

FEST JERSEY RAILROAD LINES, FROM V toot of M'RKET Street (Upper Ferry) com-nencing MONDAY, July 16, 1866 Leave Philadelphia as For t ape May, 9 A. M., Mail: 2 P. M., Accommoda-tion: 4 P. M., Fast Express For Brdgeton, Saiem, and intermediate points, 8 A. M. and 3 30 P. M. For Miliville, and intermediate points, 8 A. M. and 2 P. M.

P. M. Woodhury Accommodation, 6 P. M. Woodhury Accommodation, 6 P. M. Leave Cape May at 630 A. M., wall; 9 A. M., Fast Express: 5 P. M. Express
I cave Bridgeton 7 15 A. M. and 3 50 P. M. Freight 6 30 P. M. Leave Salem I A. M. and 3'35 P. M. Freight 5 45 P. M. Leave Millville 6'55 A. M. and 6'38 P. M. Freight 11 03 A M.
Freight will be received at Second Covered Whart
below Waimst street, from 706 A. M. until 5-00 P. M.
That received before 9 60 A. M. will so through the same Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintendent.

The West Jersey Fapress Company will attend to all the usual branches of Express business. A Special descept accompanies each through train. Office No. 5 WALN UT Street Philadelphia.

1866-PHILADELPHIA AND ERIERAIL, ern and North-west Counties of Fennsylvania to the City of Frie on Lake Eric. It has been leased and is operated by the Pennsy vania Bailroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Rrie Mail Train, 7 a. M.; Eric Express Train, 1 P. M.

Leave Westward-Eric Mail, P. M.; Eric Express Train 12 M.

Passenger cars run through on the Eric Mail and Ex Leave Westward—Erie Mail, F. M.; Erie Express
Train il M.
Passenger cars run through en the Erie Mail and Ex
press trains both ways between Philade phia and Erie
NEW YORK CONNECTION.
Leave New York at 9 A. M. arrive at Erie 9 30 A. M.
Leave Erie at 445 P. M. arrive at Erie 9 30 A. M.
Leave Erie at 445 P. M. arrive at New York 4 10 P. M.
Eles ant Bleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner THIRTIE H and MARKET Streets. Phila.
And for freight business, of the Company's Agents, S.
B. Kingston Jr., corner Thir centh and Market streets
Philadelphia: J. W. Reynolds, Erie; William Brows,
Agent N. C. B. R., Baltimore.
H. P. HOUSTON, General Freight Agent, Phila.
H. W., GWINNEE General Ticket Agent, Phila.
A. L. TYLLE General Sup't, Williamsport.

RAILROAD LINES.

THE ADELPHIA, WILMINGTON, AND BAL
THAGRE RAILROAD,
TIME TABLE.
Commencing MONDAY, July 2, 1866. Trains will
lease Depot corner of BROAD Street and WASHING1. NAvenue, as follows:
Express Tain at 415 A. M. (Mondays excepted), for
Bellimore and washington stopping at Chester, Wilmington. Newark, Likton Northeast, Perryville, Havre,
Ge Grace, Aberdeen, Perryman's, Magnoim, Chase's and
Stummer's Bun.
Way Mail Train at 815 A. M. (Sundays excepted), for
Raitimore, stopping at all regular stations between Philadelphia and Baltimore.
Delaware Railroad Train at 9 A. M. (Sundays excepted), for Princess Anne. Millord. Delaware Rairoad Train at 0 A. M. (Sunda's excepted, for Princess Anne. Miliord, and intermediate stations.

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

Express Train at 2P M. (Sundays excepted), for Baltimore and Washington, sopping at hester, Claymont Wilmington, Newarx, Filten, Northeast, Perryville Bavie de Grace, Aberdeen, Perryman's, Edgowood, Magnolia, (Dase's, and Stemmer's Ruo.)

Night Express at 11 P. M., for Baltimore and Washington. ington.

Fassengers by Boat from Ba'timore for Fortress Mon-roe Noriolk, City Point, and Elchmond, will take the roe Noricik, City Found and 1145 A M train, ACCOMMODATION TGAINS WILMINGTON ACCOMMODATION TGAINS between Philadelphia and

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 4 39 6 and 11 20 P. M. The 4 30 P. M. train connects with Delaware Railroad for Barrington and intermediate stations.

Leave Wilmington at 5 30 7 15 and 9 30 A M., 4 and 8 30 P. M. The 7 15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Ussile leave Philadelphia at 9 A. M., 4 20 and 6 P. M.

HROUGH TRAINS FROM BALTIMORE.

Leave Wilmington at 11 A M., 4 36 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 28, 7 55 10 14 and 11 40 A M., 4 43, 5 to, 7 78 and 10 28 P. M.

FEOM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 75 A. M. Way-mail 9 20 A. A., Express. 110 P. M., Express. 6 25 P. M., Express. 8 25 P. M., Express. 12 and 9 33 A. M., and 8 38 P. M.

Leave Wilmington at 5 23 and 9 33 A. M., and 4 15 P. M. Freight Trains with Passenger Cars atteened will leave as follows:—Wilmington ior Ferry viue and intermediate stations at 6 45 P. M. Perryville for Wilmington and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 4 40 A. M. connecting at Wilmington with 7 La. M. Irain for Philadelphia.

SUNDAY TRAINS.

dephia.

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington stopping at thester, Wilmington, Newark Elkton, Nor heat Perryville Havre-de-Grace, Aberdeen, Perrymba's Magno is, coase's, and Stemmer's Run.

Night Express: I P M for Baltimore and Washington, Accommodation Train at 1130 P. M. for Wilmington and Intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave I slitmore at 825 P. M., Stopping at Havre-de-Grac, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Phi adelpaia and leave passengers from Washington or Baltimore) and thester to leave passengers from Baltimore or Washington.

in ion.
Accommodation Train from Wi mington for Philadelphia and intermediale stations at 6 '9 P. M.
H. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as to:lows, viz:—
At 5 A. M., via Camden and Amboy, Accommoda

At 8 A. M. via Cander and Jersey (119 Express... 3 66 At 2 P. M. via Canden and Amboy Express... 3 66 At 6 P. M. via Canden and Amboy Accommodation 2 25 At 6 P. S. via Canden and Amboy Accommoda 2 25 At 6 P. S. via Canden and Amboy Accommoda 1 50 2 100 2 d class excepted At 7:30 and 11 A. M., 3 3:30 4:30 5, and 645 P. M a d At 7:30 and 11 A. M., 5 3:30 4:30 5, and 0:40 P. M. 3 4 0 Achight, for bristol, 'renton, etc.

At 7 and 10:15 A. M. 12 M. 3 4.5 and 6 P. M. for Cornwell's Torrusdale Holmesbarg, Tacony Wissinoming, Bricesburg, and Frankford, and at 10:15 A. M. or Bristol, Schenck's, Eddington, and 8 P. M. for Holmes-Bristol, Schenck's, Eddington, and S.P. M. for Holmos-burg and intermedia, exacions. At 730 A. M. and 330 P. M. ter Niagara Falls, Buffalo, Dunkirk Canandaljua, Elmira, Ithaca Owego, Ro-ches er Binghampton, Ossego, Syracuse Great Bend, Montrose Wilkesburre Scranton Stoudsburg, Water Gap, Lelvidere, Easton, Lambriville Flemington, etc. The 350 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie bern etc. hem cic.
At 5 P. M. for Lambertville and intermediale stations.
June 1, 1866. WILLIAM H. GAIZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER AGRANGEMENT.
The Trains of the Fennsylvania Central Railroad leave the Lepot at Thirly-disk and Market streets, which is reached by the cars of the Market Street Passenger Eallway, 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 each Trains.
Mann's Baggage Express will cal for and deliver Basgage at the Depot. Orders left, at the Office, No. 661 chesnut street, will receive attention. DENNSYLVANIA CENTRAL RAILROAD.

An Emigrant Train runs daily (except Sunday). For full particulars as to fore and accommudations apply to FRANCIS FUNK.

No. 137 DOCK Street.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Appare, and linkt 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.

FREIGHT LINES FOR NEW YORK AND THAT THE STATE OF NEW YORK AND

1 a. the Stations on the CAMDEN and AMBOY and
connecting Rairoads. INCLEASED DESPATCH.

THAT CAMDEN AND AMBOY RAILBOAD AND
TRANSFOR ATION COMPANY REIGHT LINES
for New York will leave WALNUT Street What at 6
o'clock P M, duily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be for
an ded the same cay. Freight must be delivered before 4% o'clock, to be for wanded the same day

Returning, the above lines will leave New York at 12 noon and saids F. M.

Freight for Tienton, Princeton, Kingston, New Brunswick, and a lpoints on the camden and Ambov Rail road; asso, on the Be'v dere, Delaware and Fiemington the New Jersey, the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to P. M.

The Rejvidere De aware lightoned connects at Philipsburg with the Lebigh Valley Railroad, and at Manuelachunk with all points on the De'sware, Lackawanna, and western Railroad, forwarding to eyracuse, Buffaio, and other coints in Western New York.

The New Jersey tentral Railroad, and at Newark with the Morris and Essex Railroad, and at Newark with the Morris and Essex Railroad.

A sip memorandum, specifying the marks and numbers, hippers, and cossignees, must, in every instance be sent with each load of goods, or no receipt will be given. N. B.—Increased inclinies have been made for the transportation of live stock. Drovers are invited to try the recte. When seek is turnished in quantities of two carloads or more. It will be delivered at the foot of For the h street near the Brove Yard, or at Pier No i. North Biver, as the shippers may designs to at the time

f shipment.
For terms, or other information, apply to
WALLER FREAL AN, Freight A
No. 226 S. DELAWARE Avenue, Philad

No. 226 S. DELS WASK AVENUE, Prinadeinhia

Change And Alexandria Rajurodo.

On and after Monday. February 12 two daily trains will run between Washington and Lenchburg, connecting at Gordensy le with Virginia Central Rail road trains to and from Elchmond as follows:

MALL TRAIN.

Leave Washington daily (hunday excepted), at 6.45 A. M., and srive at Lynchburg at 5.5 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.5 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.5 P. M.

Leave Lynchburg at 6.50 P. M. and arrive at Washington at 6.64 M.

Leave Lynchburg at 6.50 P. M. and arrive at Washington at 6.65 P. M.

Leave Lynchburg at 6.50 P. M. and arrive at Washington at 6.65 P. M.

Leave Lynchburg at 6.50 P. M. and arrive at Washington of Nor hand Northwest.

First-class election and Southwest, and at Washington for Nor hand Northwest, of only for its comerciale secommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run. Manassas, Bristoe, Cajiett's, Rappalaxinoda, Pulpeper, Orange, and Gordonsylle, places of imperishable interest in the popular mind.

Through tickets to all points south and Southwest may be bast in Boston, New York Philad labis, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the road in Washington Manassas, and Bailimore, and at the Laises of the Road in Washington Manassas, and Bailimore, and at the Laises of the Road in Washington Manassas, and Bailimore, and at the Laises of the Road in Washington Manassas, and Bailimore, and at the Laises of the Road in Washington Ma

GOVERNMENT SALES.

LUMBER FOR WAUGN-MAKERS AT AUG-CHIEF QUARTERMAPTER'S OFFICE,

Washington D C, August 2 1898.

Washington D C, August 2 1898.

Will be sold at Public Auction under as direction of Brovet Bifgag et-General C. H. Tompkins, Q. M. U. S. A., on WEDNE DAY August 22, at LINCOLN DEPOT, commencing at 10 A. M., the following described lun er: ang described lum | er:-About 80.000 reet 2 inch Oak Plank.

7 000 feet 8) 50,000 seet 4 Ash Plank. 15.000 feet 14 60 000 feet 1 60 000 feet 4 20 000 feet 3 5 000 feet 3 8 000 feet 4 20 0.0 feet 4 Hickory Plank,

Pop'ar Boards. This sale is well worthy the attention or Carriage-makers, as this is a superior lot of well seasoned lumber. It will be offered in lots of 1000 feet, with

humber. It will be offered in 1000

the pr vilege of 10,000 feet

Terms—Cash in trovernment funds.

Successful bidders will be required to remove their
purchases wil him fitteen days from day of sale.

D. H. RUCKER,

Brovet Major Gen, and Chiel Quartermaster,

S 3 16t

Depot of Washington.

A TOTION SALE OF GOVERNMENT PRO-

On WEDNE-DAY, August 15, 1866, commencing at 10 o'clock A. M. will be sold at public auction, at the Government Ware-tone corner of Fires a Street and the LEVEE Lousville, Kentecky, a street lot of CLOTHING CAMP and GARRISON EQUII AGE, consisting in part of;— 845 Great Coats, 3840 Cante

3840 Canteens S74 Camp Kettles, 902 Ness | ans, 2420 Shester Tents, 109 Bell Tents, 715 Common Tents, 1106 Wail Tents 825 Grea. Coat Straps, 88 prs Iniv Trowsers, prs M'td " Flannel Smrts, 31 pre Drawers, 658 Woolen Blankets, 20 Rubber 178 Rubb r Tent Ponchos, 11 Sibley Tents, flies,

78 Haversacks, Terms-Cash in United States Currency, Property to be removed on day of sale, at risk of By Order of Colonel R. C. Ruberford, Depot Quartermaster, SS 10t

SADDLES AND HARNESS.

THE OLDEST AND LARGEST

SADDLE AND HARNESS MANUVACTURING ESTABLISHMENT IN THE COUNTRY,

LACEY, MEEKER & CO., No. 1216 CHESNUT STREET.

OFFER OF THEIR OWN MANUFACTURE. EUGGY HARNESS, from \$22.00 to \$150 LIGHT BAROUCHE do 50 00 to 350 EXPRESS, BRASS MOUNTED HARNESS 17:50 to 90 WAGON AND SELF-ALJUSTING 15-0 to 30 STAGE AND TEAM do 30 00 to 50 LADIES' SADDLE, do 12-00 to 150 GENTS do do..... 8-99 to 7 Bridles, & ountings, Bits, Bosetts, Rorse Covers, Brushes, Combs. roups, Biacking Ladies' and Gents Travelling and Tourist Begs and Eacks, Lunch Baskets, Dress ig and Shirt Cases. Trunks and Vailses No. 1216 CHESNUTST. & 9 Cmrp

HARNESS.

A LARGE LOT OF NEW U. S. WAGON HAR-NESS, 2, 4, and 6 horse. Also, parts of HAR-NESS, SADDLES, COLLARS, HALTERS etc., bought at the recent Government sales-to be sold at a great sacrifice Who esale or Retail. Together with our usual assortment of

SADDLERY AND SADDLERY HARDWARE. WILLIAM S. HANSELL & SONS.

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J. W. SCOTT & CO. SHIRT MANUFACTURERS.

AND DEALERS IN MEN'S FURNISHING GOODS:

No. 814 CHESNUT Street, FOUR DOORS BELOW THE "CONTINENTAL, PHILADELPHIA.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY. AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIR: S AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in tull variety. WINCHESTER & CO., No. 206 CHESNUT Street

STEIGLEDER, TROUT, VOIGT & CO., beg most respectfull, to call the attention of the public at large to their newly invented Patent, THE UNIVERSAL ALARMIST,

which, by discharging a percussion cap, made expressly for the purpose, will prove very effectual in the prevention of burglarice etc.

The following are some of its great advantages:—
Let, simplicity of construction cheapness and case in application, so that a servant of chiad may set it.
2d. Freedom from danger to bersons of property.
3d. Universality of application to any part of a Poor, Window. Grating, Shutter, Gate, Garden, Preserve, Final lend etc.
4th 1t gives a check to burglass by alarming the inmares, neighbors and police.
5th 1 he mind betweet from much painful anxiety, in temale on viness or old age especially when articles of great value are kept in the house.
5th 1 its a universal protection to travellers to fasten on chamter doors.
3th 1 its construction is simple and not liable to get out of order.

of order.
DIECTIONS FOR USE ACCOMPANY EVERY INSIRUMENT.

We have put our article at the low price of ONE.
DOLLAR, inclusive of 25 caps and it cannot be got
the aper either mom us or from our agents. For further
particulars inquire of or addr. ss.
STEIGLEDER. TROUT, VOIGT & CO.,
Office, No. 524 WALL U treet.

Room No. 18.

We will send the ALARMINT to any part of the We will send the ALARMINT to any part of the country on recept of price, and 25 cents extra for postage.

Country Agents wanted, 6293m

ESTABLISHED 1795.

A. S. ROBINSON,

French Plate Looking-Glasses, ENGRAVINGS PAINTINGS, DRAWINGS ETC Manutacturer of all kinds of

Looking-Glass, Portrait, and Pic ture Frames to Order. No. 910 CHESNUT STREET. THIRD DOOR ABOVE THE CONTINENTAL

POR SALE—STATE AND COUNTY RIGHTS of capewell a to's Patent Wind Guard and Air Heater for Cosl Oil Lamba: It prevents the Chimneys from breaking. Tais we will warrant Also saves snethird the oil. Call and see them they cost but ten cents No. 263 RACE Street Philadelphia. Sample sent to and 10f th tunits States on receipt of 25 Cents. 3 19

PHILADELPHIA.

8 155

PARASOLS AT \$1.25, \$1.50, \$1.75, AND \$2. Silk Sun Umbrellas, \$1.40, \$1.80, \$1.75, AND \$1.00 Million Be. 21 S. HIGHTH Str. ...