States and a

THE DAILY EVENING TELEGRAPH.-PHILADELPHIA, THURSDAY, AUGUST 16, 1866.

ABOUT RAZORS.

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It is, we suppose, rather below the dignity of history to write upon razors, real razors, sharp things of fat steel, with which people who aspire to smooth chins daily cut off their beards and exasperate their tempers. It was a great writer, however, who said that he questioned whether the habit of shaving in one sex-we fear he said the necessity of shaving, but then he lived before the beard movement-was not a fair compensation for the pains of child-bearing in the other. Each is in some degree the result of civilization, for while savage women bear their children and go to work the next day without any perceptible ill consequences, savage men either exempt themselves from shaving altogether, or adopt means more summary and of less frequent recurrence than the daily operation with steel. One race uses fire, another pumice stone, another lime, and a fourth the hard inner cuticle of the oyster shell, a device which seems ingeniously adapted to combine the largest amount of ugliress with the greatest quantity of suffering. The civilized world, however, and the semi-civilized, so far as it shaves, which is exten-sively—the Mussulman world alone attaching real sanctity to the beard-has adopted the razor, and it is worth the while of three-lourths or those who will read these lines to consider what really is the best shape and make of an instrument so incessantly in use. Upon that point we have a little information to give them which seems to us obviously sound, and which is derived from an essay by a cutler, or, as he proudly styles himselt, a "razor maker," one Benjamin Kingsbury, of Bond street. In an exceedingly verbose and slightly pompous but very sensible pampulet, he gives the lay barbers at least one very valuable hint, a "wrinkle" which we should have thought it a cutler's interest to keep very strictly to himself. Of course his advice is of no use to pro-fessionals, even if they would take it. They learn to know a good deal by practice, they are masters of the mystical, and to most nen unattainable, art called "stropping," and they can make up for any temporary defeat by skill in manipulation. It is not given to lay shavers to make those long sweeping strokes, any more than to untrained oarsmen, nor did any layman that ever we met acquire that methable, and, as it were, spirituat mystery, the art of giving the last fine edge to the weapon by a stroke or two on the palm. Besides, the barbers have an advantage none of their subects, or patients, or clients, or constituents, or whatever they call them, can ever hope to rival. They cannot shave by the aid of a leverage on their own noses. Teaching barbers is waste of time, but to the outside world-the wretched najority who have neither time nor patience nor nerve to be artistically shaven-there is one ittle secret about the operation worth knowing, and that is this:-The only test for a razor is microscope. As a rule, almost all English razors are intended to be good, the cheap specimens as well as the dear, and, indeed, the cheap specimens are good ju-t as often as the dear. The present writer was fool enough once, when prouter of having beard than he is now, to give a guinea for a pair of razors supposed to be by the best maker in England, and declared next day his belief that they would not cut butter. That was an unjustifiable exaggeration, for properly managed they would have cut it; but they were very bad, many degrees worse than the worst of the shilling and two shilling razors to which in explation he thereafter contined him-self. The reason is explained very clearly by Mr. Kingsbury, rather more clearly, perhaps, than he exactly intended. A razor is nothing more nor less than a saw, with very minute and thin teeth, which does not cut-nothing cuts -but saws off the hair of the beard. If those teeth are straight and continuous and even, the razor is a good one; and if not, not; and there is no other possible test for razors. When you buy one at any price over a shilling-it is hard to criticize at that price-look steadily along its edge, through a strong magnifyer until you find one whose teeth are even as those of a saw. at nine times out of ten will be a good razor, while one with uneven or broken teeth never can, by any chance, be good. "The edge of a razor, a penknife, and every other very keen instrument, consists of a very great number of minute points, commonly called teeth, which, if the instrument is in itself good, and in good condition, follow each other through its whole extent with great order and closeness, and constitute, by their unbroken regularity, its excessive keenness. The edge of such an instru-ment acts on the beard, the skin or anything else, not so much by the direct application of weight or force as by being drawn, even slightly along it; because, by this operation, the fine teeth of which it consists pass in quick succession, in the same direction, and over the same part of the substance. My readers will be convinced of this if they will make the following experiment on their glove or their hand, as they like best. Let them hold the razor either perpendicularly or obliquely, and press on it with some considerable force in a direct line from right to left, and they will have no great reason to tear the consequences. But let them move it from that direction, let them draw it towards them, or push it from them, in the smallest degree, in the gentlest manner, and will instantly make an incision. When they have made this experiment, they will be con vinced of the truth of what I have asserted. namely, that in the operation of shaving, very little weight and even very little force very little weight and even very little force are necessary. There is, of course, always a possibility that the razor may be made of steel so over tempered that it is brittle, or so under tempered that it is soft, but as a rule cutlers, though they cannot and do not sell uniform edges, do try to sell a uniform quality of steel. Hardness is essential, but hey are responsible for this, and it is only cossary to remember that heat softens steel and that consequently the trick of steeping razors in hot water makes them much loss effective than they were at first. Weight is of to importance, except to the caprice of the The lightest are probably now the best, buyer. The lightest are probably now the best, because very dear razors are usually light, and more care will be used in selecting the blades, but the weight in itself is a matter of no moment whatever. Neither is shape. Nine-tenths of the razor blades made in England are now of the same form—a thin kuife of steel, thicken-ing towards the back and broader at point than shoulder—but they are not better and not worse than the blade of even thickness set in a thick back which came into favor about buyer. in a thick back which came into favor about fifteen years ago, or the blade of equal breadth throughout, still sometimes sold. Of course the edge ought to be straight, or they cannot be stropped properly, and English cutlers assume universally that they ought to be hung loo ely in a sort of case handle. We have lived among people who use their razors set straight like knives, and the true model would seem to be one which instemed the razor at the angle pre-ferred by him who wields it—a razor with a spring—out it is of no use fighting a trade, and the main point is the edge. Nothing but the magnifier will test this, and all oaths about steel, and water, and makers, are just so many words. If the teeth are not regular they will not saw a beard smoothly, any more than a jagand saw will cut easily through a plank, These minute little teeth break, of course, very easily, particularly with men who have stiff beards-beards "with iron in them," the beards of the obstinate or combative-and the to learn is how to restore the "Twelth gating," and whose pamphlet is marked "Twelth gating," and whose experience, we suspect, tallies with that of most men, who have ever been condemned to shave in cutlerlesson have ever open condemned to shave in culler-less lands, is all for the hone-the long bit of smooth porous stone which every culler uses, and most cullers will, if you let them, decry. Drop a little oil on that, the olive oil of the cruet-stand, fand, says Mr. Kingabury. "Let him less one side at the paper flat scross the hone lay one side of the razor flat across the hone, and so that the shoulder of the razor (which adjoins the tang) may touch the nearest part of it. Having gained this position, he may begin to draw the razor towards him, in a manner somewhat circular, and with a moderate degree Bre of pressure, till he arrives at the very point of \$8100 and the state

it. When this has been done on one side, the razor should be turned, and the same operation take place on the other side of it. In this manner he may proceed till the hone has produced the desired effect." Nobody does that. We write with the experience of crowded cabins in many voyages, and we say deliberately that the majority of lay shavers strop the razor on the hone the reverse way, lifting the back till the edge is turned. They have not the patience for the scientific process, and trust to the strop to make all smooth. This operation continued, as Mr. Kingsbury till the edge of the razor looks "like "or, as we should say, till the operator's 6458. wire,' reluses to be tortured any longer: thumb should recommence on the strop, but in the reverse way, namely, from the point to the shoulder, the "teeth of the razor thus receiv-ing the direction in which they will perform to most advantage"—as we should say, getting their polish the better for being rubbed the contrary way to the iriction on the hone. The contrary way to the inition on the none. The strop usel' should be perfectly flat, not raised in the centre, without elasticity, covered with caliskin, and, according to Mr. Kingsbury, greased with "a composition" upon which he is very learned and absolutely unintelligible, neither telling his readers what it ought to be made of nor explaining its use. We venture to submit, on the other hand, that that the only strop worth using with a hone is one of very strop worth using with a hone is one of very smooth calfskin, that compositions are dirty messes useful only to make strops dear, and that halt a minute of extra effort will, on the plain broad strop of our fathers, sharpen a honed razor three times as well as twice the time expended on some expensive imbecility. The square strop, in particular, is an instru-ment specially designed to spoil razors, the "setting" side, as it is called, not being a hone, but usually a bit of uneven stone, as suitable for the purpose as the front doorstep or the street pavement. Use the hone every two days, and the plain strop every day properly, and if the razor is made of decent steel and the operator will use his magnifier when buying it, he will have no pain, it his beard is the stiffest in Christendom. Of course he may cut himself. If a man will take a night-cap, and make it stiff, or talk to his children while shaving, or use too much soapthe temptation, praised, we are sorry to see, by our pamphleteer, of the effeminate shaver-or keep a moor with slippery bandles, nothing can keep the razor's edge from going a triffe too deep. It ought to go deep, as a needful form of suasion, a distinct reminder that Providence has placed us under laws a great deal more rigid than any legislators will ever make-laws which compet tire to burn, water to drown, and shaky rezors to cut, whether the victim be a man of principle or no. There are, too, faces mide to cut, faces over which no razor can go safely. any more than a cab-horse can go over Strand when the parish is mending it; but these are exceptional circumstances. With a razor such as Mr. Kingsbury has described, and set, as we have said, in a decently firm hand, shiving ought to be nearly as pleasant and as protrable the infinitely wiser custom of leaving it alone Kingsbury enters into some elaborate Mr. and slightly conic considerations as to the best soap for shaving and the best method of using he razor, but the results of experience may in both cases be somewhat more briedy stated. Cocoanut oil is better than any lather that ever was or will be made, if only Europeans would consent to use it. As they will not, the best soap is any soap made from oil, quite free from grit, from the caustle of which Naples soap is full, and from ashes of any kind. Shaving powders are all bad, the scent in them not being oily at all, and so are most of the caked matters sold as substitutes for soap. The best soap we have ever met with has a stamp "United Service Soap" on it, but we have not an idea of its composition, and Mr. Kingsbury gives in his pamphiet a preference to olive soap, which, if it is made of olive oil, seems reasonable, but which we imagine he sells. As to the use of the razor, on which he is great, three sentences contain, we imagine, the ultimate sum of human wisdom, "Don't scrape, don't cut yourself, and don't, if you have children, leave your razors about."—Spectator. **GOVERNMENT SALES.** INAL SALE OF QUARTERMASTERS' SIORES AT THE CAVALRY DEPOT, GILS-BORO, D. C. OUARTERMASTER-GENERAL'S OFFICE. (First Division) WASHINGTON, D. C., August 10, 1866 By order of the Quartermaster-General, there will be sold on the premises, at public auction, under the direction of Captain George T. Browning, A. Q. M., on FRIDAY, August 24, 1866, commencing at 10 o'clock A. M., the following described iot of Quar-termater's stores viz 2000 feet Hickory, Ash, and Oak Plank. 2000 feet ope and two-inch Solo feet hickory, Ash, and Oak Plank. 2000 feet ope and two-inch Solo feet hickory, Ash, and Solo feet Scales (Fair-banks'), Solo feet Scales (Fair-feet Scales Gum Hose, 18 tons T Rairoad Iron, 1072 lbs. cast from Rairoad Chairs. 4 smith's Bellows, 1 Ture Bender, 1 Tire Drill, 1 Hand Drill, 1 Fanning Mill, 9 Pand Cars, Warehouse Trucks, Wagons (two-horse). 75 Gum Bucgets Hav Scale (Fair- 1 Work-hour Bell 1 Ha banks, banks. (targe), 3 Platform Scales (Fair-Medicines, Bitters, etc. banks), Office Desks, Planes, trine Pots, Tables, Chairs, Saw Sets, Hand-Saws. Wardrobes Stationery Cases. Cross-cut Saws. Iron Squares, Irying Squares, Broad Axes, Iron Beadsteads Cooking and Reating Stoves, Cooking Utensils Calipers, Compasse Bar and Scrap-Iron, Spokes, Fellocs, Wagon Wheels, Haiters, Cold Chisels, Mailets, Spitting Ganges, Spitting Ganges, Fies. Knives. Cutting Plyers, Rivet Sets. Claw and Edge Tools, Hammers. Farrier Knives Punches, Stocks and Dies, Heading Tools, Pricking Wheels, Travellers. l'aint Brushes, 1068. Paint Cans. Paint Muller, Paint Stone, Paint Mill, Wrenches, Adzes, Augers, Braces and Bits, Wood Clamps, Paints, Colors, Venetian Red, **Tenon** Cutters Grindstones and Frames Gouges, Hatchets, Drawing Knives, Soldering Irons, Lumber Rule, Wheelbarrows, &c., &c. Spirits Levels, Tape Lines, Together with many other articles not above enumerated. Purchasers must remove their stores within five (5) days from date of sale. Terms-Cash, in Government funds. A boat for tiesboro will leave Sixth street wharf every hour during the day of sale. JAMES A. EKIN, Brevet Brigadler-General U. S. A., in charge 18 10t First Division, Q. M. G. O. UMBER FOR WAGON-MARERS AT AUC-CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., August 2, 1866. Will be sold at Public Anction, under the direction of Broyet Brigadier-General C. H. Tompkias, Q. M. U. S. A., on WEDNESDAY, August 22, at LIN-COLN DEPOT, commencing at 10 A. M., the follow-up described lumber:-About 30,000 feet 2 inch Oak Plank. tt 30,000 feet 2 incl 50,000 feet 2; 110 000 feet 3; 7 000 feet 3; 50,000 feet 4; 10 000 feet 5; 50,000 feet 4; 60 000 feet 4; 20,000 feet 3; 5 000 feet 3; 5 000 feet 3; 5 000 feet 4; 5 000 feet 4; 5 000 feet 4; 5 000 feet 4; 8 000 feet 6; 8 000 Ash Plank. Hickory Plank. ⁴ 8 000 feet 4 ⁴ ⁴ ⁴ ⁴ ⁴ 20,000 feet 4 ⁴ ⁴ Poplar Boards. This sale is well worthy the attention of Carriage-makers, as this is a superior lot of well-seasoned iumper. It will be offered in lots of 1000 teet, with the privilege of 10,000 feet. Terms—Cash in Government funds. Successful bidders will be required to remove their purchases within firteen days from day or sale. D. H. RUCKEB, Brevet Major Gen, and Chief Quartermaster, 83 list Depot of Washington.

GOVERNMENT SALES. EXTENSIVE AUCTION SALE GOVEANMENT TUBACCO. SEVERAL HUNDRED HOGSHEADS FINE VIRGINIA LEAF. FINE VIRGINIA LEAF. TREASURY DEFARTMENT, CUSTOM HOUPE, 1 RICHMOND, Va., AUGUST, 1886. J In compliance with instructions from H. A. Kis-ley, Esq., Supervising Special Agent, there will be soid, to the highest bidder, at public auction, at 11 o'c. ock in the forencon of WEDNENDAY, the 5th day of September next, at WINSTON'S BUILD-ING, corner of FOURTEENTH and CARY Streets, in the city of RICHMOND, Virginia, the following described

CAPIURED AND ABANDONED PROPERTY,

TWO HUNDRED (OR MORE) HOGSBEADS

FIVE BUNDBED BOXES MANUFACTURED TOBACCO.

TOBACCO. The Leni Tobacco has been gathered from the counties of Bediord, Reanoke, Frankin, Campbel, Henry, Patrick, Halitar, Prince Edward, Pistsviva-na, Meck enburg and Charlotte, comprising all the good tobacco lands in the State. Much of it is of the finest quality, suitable for 'wrappers," and has been well cured and preserved. This safe presents connectuation to the monutenting and action means opportunities to the manufacturer and dealer rarely offered. Should the demand warrant, some three or tour hundred howsheads more may be added to the sale, which will complete the disposition of Virginia Tobacco for Government account. Samples of each hogshead will be ready for inspec-

tion at the salesroom ten days preceding the day of

sale. Terms-Cash, in Government funds. JOHN S. LOOMIS, 8 15 Sw Assistant Special Agent. SALE OF UNITED STATES MILITARY BAIL-S KOAD PROPERTY.

OFFICE OF ASST. Q. M. U. S. MIL. R. R. No. 250 G street, WASHINGTON, D. C., August 3, 1865 Will be sold at public anction at Alexandria, Va., on IHURSDAY, August 23, the balance of United states Multary Railroad Froperty remaining on hand at that place, consisting in part as fol

I wo second-c'ass serviceable Locomotive Engine Norits & Son, builders; gauve, 4 teet 81 inches.

One Tender Truck, two small truck Cars One hundred pairs second-hand Car Wheels 3X]05.

Seventy tons "I" Railroad Iron (45 lbs. to the yard, nearly i ew; fitteen Stoves; two fil cen-ton Hydraulic Jacks, and ten tons unserviceable Rairoad fron.

road Iron. (25) Twenty-five tons Wrought and Cast Scrap Iron second-hand Eniroad spikes, Chairs, Rubber Loops, Brosd Axes, Mauls, Piatform and Conster Scales, Lanterns, Oars, Desks, Tables, and a va-verte of other settions, else

Notes, Lanterns, Oars, Decks, Tables, and a va-riety of other articles; also, Nine Frame Buildings Sales to commence at 10 o'clock A. M., at the Minitary Rairoad Wharf, where the Locomotives, Rairoad Iron, and Car Wheels are stored. The balance of the articles will be so'd at the Rairoad Supply Store, near the Orange and Alexandria Lucod

Will be so'd at Pittsburg, Pa., at eleven o'clock

A. M., on IUESDAY, August 28, Eleven new Box Cars, five feet guage; Pennock & (o., Kennett Square, Chester county, Penna., hathers.

Terms-Cash, in Government tunds, Any further microation relative to the property will be furnished on application at this office F. J. CRILLY, 873w Byt. Major and A. Q. M., U. S. Army.

TELEGRAPH MATERIALS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,

DEPOT OF WASHINGTON. WASHINGTON, D. C., August 6, 1960.

WARHINGTON, D. C., Advance, A.C., Will be so'd at , ubic auction, under the direction of Brevet Lecutenant Colonel James M Moore, A-sistant Quartermaster, at Warchouse on G street, near 1win eth street, Washington, on ThURS DAY, Avgust 30, at 10 A. M, the to lowing fele-

DAY, Appust 50, at 10 A. and the second se

1 Platform Scale. 199 Insulators, block. 10 Crowbars. Cutung Paters. 2 Dial Handles. 1 Coal Stove, with Fipe. 10 mammers.

23 tool Boxes. 44 - uil Kools. 78 Empty Reols. 67 Reel Stands. 16 Reel Stands. delivory. Fruning Knives 5 Large Reel Stands. 18 Small Reel Stands 6 Ruther Cement Flasks, 6 Reel Handles. 8 Soldering Acid Bottles, 3 spools Copper Wire,

No 23.

Kutber Sleeves, 83 m.

MEDICAL. VOX POPULI. WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.

No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.0 for half-a-dozen.

Price, \$1.00 per Bottle; \$5.0 for half-a-dozen.
The undersigned citizens take pleasure in choerrull recommending the use of Wright's Tar Syrup to coughs, colds, consumption, whooping-cough, sported fever, itver complaint, pains in the breast, uronchilds, minammation, and restriction of air vesses in the lungs, etc. The remedy should be in every family to the remedy of the remed

Mrs. S. H. CROBER, FORMAL, Den Mr. William B. Wright:-Sig:-We take pleasure in recommending you ITAk SYRUP (of which we have already self considerable quartifies; as a most excedent and eth-actors remedy to the complaints set torth in your prutted oill aiready submitted to the public. As a statifying act to suffering humanity we will cheerin it recommend your prepara tion to al sufficient with diseases which it is designed to cure. Yours, etc., N. E. corner Fine and Sixth streets, For sale allog at

For sale also at JOHNSON, HOLLOWAY & COWDEN S, DYOTT & CO'S, A nd all principal Druggists and Dealers.

The subscriber would beg leave nurther to say that he is prepared to fall orders and forward the Syrup to any part of the country. Persons desiring other intor mation by their will inclose a postare samp and answer will be returned as soon as the exigencies of busines, will ndmit Address No. 771 E. THIRD Street, Philadelphia, Pa.

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GLAD NEWS

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NO CHANGE OF DIET IS NECESSARY. They can be used without detecion, and never fall to effect a Cure, if used according to instructions.

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Price One Dollar per Box, or Six Boxes for Five Dol-lars; also, Large Boxes, containing Four small, Frice Three Dollars. From four to six boxes are generally required to cure ordinary cases of Seminai Weakness, though benefit is derived from using a single box In a former case, and next onlarity when Income

in the brone Cases, and particularly when impotence or Genital Debility with Nervous Prostration has or Gerital Destan

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Are recommended as the most Efficacious, Rejuvensting, and Invigorating Remody in the world. A. Package Fice Five Dollars, whill last a month, and is general y sufficient.

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Price 'I wo Dollars, sufficient for a month, can be used

It pives Strength to the Organs and, with the Pfils will restore them to their normal condition. A Promphere of 100 pages, on the ER 10RS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent tree. Ten Cenus required to pay postage.

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Leaving the Commany's Depot. at THIRTY ENTIL as CALLOWHILL Streets Philadelphia at the follow phone is the follow

necting at Wilmington with 7-16 A. M. train for Phila-de phia. SUNDAY TEAINS. Express Train at 6-15 A. m. for Baltimore and Wash-ington. stopping at 6 heater, Wilmington, Newark, Elk-ton, Northeast, Perry ville Havre-de-Grace, Aberdeon, Perry man's Magnoin, chase's, and Stemmer's Ban. Night Express 11 P M for Baltimore and Washington Accountodation Train at 1130 P. M. for Wilmington and intermediate stations. BALTIMORE FOR PHILADELPHIA. Leave Laltimore at 5:25 P. M., stopping at Havre-de-Grace, Perryville, and & Immigton. Also stops at Elk-con mid Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and (chester to leave passengers from Baltimore or Wash-ington. The Team form Washington. Philadeiphia, returning from Downingtown at 6.35 A. M. and 12.20 neon.
 NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.
 Leaves New York at 9 A. M., and 800 P. M., passing Reading at 105 and 11.53 A. M and 148 P. M., and comnecting at latrisburg with Fennesi vania and Northern Central Baliroad express trains for Pittsburg. Chicago, Will immsport. Finits. Baltimore, etc.
 Returning, express train leaves Harrisburg on arrival of the Fennsylvania express from Pittsburg. Chicago, Will amsport. Finits. Baltimore, etc.
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 A mail train for New York leaves Harrisburg at 2:10 P. M. Mail train for Barrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILBOAD
 Trains leave Pottsville at 7 and 11:30 A. M., and 7:40 and 4:15 P. M.

Accommodation Train from Wimington for Philadel bla and intermediate stations at 6 70 P. M. 416 H. F. KENNEY, Superintendent.

HIGH THE F. RESALT, Superintendent. H. C. R. NEW YORK. -THE CAMDEN AND Auboy and Fhiadelphia and Trentos Rairas orpany's Lines. FROM FRILADELPHIA TO NEW YORK and Way Pinces, from Walnut Street Whatf, will leave

P. M. Jeturoing from "smaqua st 735 A. M. and 140 and 445 P. M. SC & UYLKILL AND SUSQUEHANNA RAILROAD. Transleave Auburn at 750 A. M. for Pinegrove and Harrisburg and 150 P. M. for Pinegrove and Tremont. Teturnine from Harrisburg at 3 20, P. M., and from Tre-mont at 735 A. M. and 525 P. M. TICKETS Through first-class lickets and emigrant tickets to all the principal points in the North and West and Canada. The collowing tickets are obtain able only at the office of S. BHADFORD, Treasurer, No. 227 S. FOUETH Street, Fibladelphia, or of G. A. NICOLLS, General Superintendent. Reading:-COMMULATION TICKETS At 25 per cent, discont, between any points desired,

At 25 per cent. discount, between any points desired, for iamilies at d firms. MILEAGE TICKETS, Good for 2000 miles, between all points, \$52:59 each, for

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families and films For three, six, nine, or twelve months, for holders only, to all points, at reduced rates CLERGYMEN Desiding on the line of the road will be furnished carus entitling themselves and wives to tickets at hall fare. EX URSION TICKETS From Philadelphis to principal sin lons, good for %a tuiday, Suncay, and Monday, at reduced fare to be had on vat the Ticket Office, at THILTEENTIS and CAL-LOW HILL Streets FREIGHT.--Goods of all descriptions forwarded to all the above points. from the Company's new Freight Depot, BROAD and WILLOW Streets. FREIGHT.--Goods of all descriptions forwarded to all the above points. from the Company's new Freight Depot, BROAD and WILLOW Streets. FREIGHT THAINS Leave Philadelphia gally at 5 30 A M., 1945 noon, and s P. M., for Ecaling, Lebanon, Harrisburg, Potisville Fort clinton, and all points beyond. Close at the Philadelphin Fost Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M. Stations only at 3 15 P. M. At 750 and 11 A. M., 3 320 420, 5, and 645 P. M a d s dinight for bristol. irenton, etc. At 7 and 1615 A. M. 12 M. 3 4, 5 and 9.P. M., for Corn-we 1's. Torrisdale Holmesbury, Tacony, Wissinoming, Brioesburg, and Franktord, and at 1015 A. M. for Eristol Schenck's, Eddington, and 8 P. M. for Holmes-burg and interneedia e stations. At 7 50 A. M. oud 3500 P. M. for Niagara Falls, Buffals, Dunkirk Canandaigus, Elmira, Ithaca. Owego, Re-ches et. Binghempion, Oswego Syncuse Great Hend, Montrose Wilkesbarre Scranton Stroudsburg, Wator Gap, Leividere, Laston, Lamborrville, Jennington, etc. The 250 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem. etc. At 5 F. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GAIZMER, Agont. THILADELPHIA, GERMANTOWN, AND NORRIETO WN RAILROAD. On and stor WEDNESDAY, May 16, 1866, FOR GERMANTOWN
 Leave Philacelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 10, 35, 4, 5, 55, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 820 cown train, and 3% and 5% up trains will no stop on the Germantown Branch. Mai Day Pac Fas Las Pac Fas Ch Pho Lun Frank Pho Frank Pho Lun Frank Pho M. ON SUNDAYS.
 Leave Philadelphia 9 A. M., 25, 4, and 75 P. M.
 Leave Manayunk 75 A. M. 15, 6 and 95 P. M.
 W. S. WILSON, General Superintenset I.
 (Depot NINTH and GHEEM Streets NORTH PENNSYLVANIA RAILROAD.-Depot. THIRD Street. above Thompson. For BETHLEHEM. DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARBE... At 7 30 A. M. (Express), for Bethlehem, Allentown Manch Chunk, Hasleton, Willamsport, and Wilker March Chunk, Hasleton, Willamsport, and Wilker barro. At 3:30 P. M. (Express), for Bethiehem, Easton, etc reaching Easton at 6:45 P. M. At 5:16 P. M., tor Bethiehem, Allentown, Mauel Chunk. For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Lansda's at 6:15 P. M. White cars of the Second and Third Streets Line City Passeuger Cars run direct to the depot. TEALS BOR PHILADELPHIA, Leave Bothlebem at 6:25 A. M. and 12:25 Noon, and 5 15 P. M. 5 P. M. Leave Doylestown at 6 40 A. M., 3 15 and 5 30 F. M Leave Doylestown at 6 49 A. M., 3'15 and 5 30 P. M Leave Lanedale at 5 40 A. M., 3'15 and 5 30 P. M Leave Fort Washington at 10'50 A. M., and 2'18 P. M ON SUNDAYS. Philadelphia for Bethlehem at 9 A. M. Philadelphia for Doylestown at 2'30 P. M. Doylestown for Philadelphia at 7'30 P. M. Bethlehem for Philadelphia at 4'30 P. M. Bethlehem for Philadelphia at 4'30 P. M. Through Tickets must be procured at the tick et efficies, THIRD Street or BERKS Street. 5'21 WILLIS CLARK, Agent. 521 FILIS CLARK, Agent, WEST JERSEY RAILROAD LINES, FROM icot of MARKET Street (Upper Ferry), com-mencing & ONDAY, July 16, 1866 Leave Philadelphia as iollows:-For Cape May, 9 A. M., Mail: 2 P. M., Accommoda-tion: 4 P. M., Fast Express For Bridgeton, Salem, and intermediate points, 8 A. M. and 530 P.M. For Milliville, and intermediate points, 8 A. M. and 2 F. M.

DENNSYLVANIA CENTRAL RAILROAD .-

BENNET IN AN LA CLARAD MAIL COND. SUME ER A KRASGEMENT. The Trains of the Pennsylvalia Central Rauroan Icave the Denot at Thiry-first and Market street Pas-senger Hallway, running to and from the Depot The last car leaves Front street about 39 minutes prior to the departure of each Tlain. On Sundays-Care leave Eleventh and Montal 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 Bagage Express will can for and deliver Bagage at the Octor. Orders isn at the office, No. 631 Chesnut street, while receive attention.

excepted At 7 20 and 11 A. M., 3 3 30 4 20, 5, and 6 45 P. M a d

PARS

RAILROAD LINES.

7

PHILADELPHIA, WILMINGTON, AND BAR, TIMORE BAILBOAD, TIMORE BAILBOAD, TIME TABLE. Commencing MONDAT, July 2, 1886. Trains with tass Depot corner of BROAD Street and WASHING-T'N Avenue as follows:-Express Train at 415 A. M. (Mondays excepted), for Beitimore and Washington. stopping at Cheeter, Wei-mingtus, Newark, Elkton, Northcast, Porryville, Harrin-Stemmat, Aberdsen, Perryman's, Magnolia, Chase's and Stimmary Fun.

de Grace, Aberdeon, Pertyman's, Magnolia, Chase's and Stemmer's Run. Way Sail Train at 815 A. M. (Sundays excepted), for Indelphis and Laitmore. Delaware Rainroad Train at 9 A. M. (Sundays ex-cepted), for Princess Anne, Milford, and intermediate stations. Express Train at 11:45 A. M. (Sundays excepted), for Haitmore and Washington. Express Train at 31 M. (Sundays excepted), for Hai-timere and Washington, stopping at thester, Claymont, Wilmington, Newarz, Pikton, Northeast. Perryville, Have de Grace. Aberdeen. Perryvina's, Edgewood. Mag-nolis, Chase's, and Stemmer's Rua. Night Express at 11 P. M., for Baltimore and Wash-ington.

ton. Vassengers by Boat from Baltimore for Fortress Mon-

ree NoriclE. City Point, and Bichmond, will take the 1145 A Wirnin. FILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WH-mington. Stopping at all-Stations between Philadelphia and Wil-mington.
 Leave Philadelphia at 9 A. M., 12 20, 4 30, 6, and 11 30
 P. M. The 4 30 F. M. train connects with Delawares Railcoad or Harrington and intermediate stations.
 eave Wilmington at 6 30, 745 and 930 A. M., 4 and 630
 P. M. The 7 15 A. M. train will not stop at stations between Chester and Philadelphia.
 Trains for New Castle leave Philadelphia at 9 A. M., 4 26 and 6 F. M., THEOUGH TRAINS FEOM BALTIMORE Leave Wilmington at 11 A. M. 436 and 10 P. M. CHESTER FOR PHILADELPHIA.
 Leave Chester at 723, 725. 10 14 and 11 40 A. M., 445, 5 40, 745 and 10 5 F. M.
 FEOM BALTIMORE TO PHILADELPHIA.
 Leave Baltmore 7 55 A. M., Waymail. 973 A. M., Express 10 P. M. Express. 6 35 P. M., Express TRAINS FOR BALTIMORE

No. 80 Street. Large Gear. SAMARITAN'S GIFTS small Gear. pounds Gutta Percha (in sheets) Rings. 2 Notices and Straps. Aumbiers for Battery 117 Iron Spikes. Forous Cups. 31 Insulated Bending SAMARITAN'S GIFT! 240 Porous Cups. 162 (13) oz A. o. d.) Pla- Screws. THE MOST CERTAIN REMEDY EVER USED. trus Strips. 174 oz. A. o. d. Platina 60 cells Portable Field Telegraph Battery. 175 Data Strips. " YES, A POSITIVE CUBE." trips. 250 pounds Mercury. 10c5 pounds Nutric Acid. 6 carboys Sulphuric Acid. 6 Empty Mercury Flasks For Gonorrhaa, and all Diseases Arising from Youthful Indiscretion. 14(0 rounds Nails, 40d and 60d. 2300 Insulators, Bracket. 50 Empty Carboys. Comparison of the provide the second s Contains no Mineral, no Baisam, no Mercury. Only Ien Pills to be taken to Ffect a Cure. 50 Empty Carboys. dering Irons, etc. Terms—Cash, in Government funds. Ten days will be granted purchasers in which to They are entirely vegetable, having no smell nor any uppleasant faste and will not in any way injure the stomach or bowels of the most delicate. Cures in from two to four days, and recent cases in remove their goods. D. H. RUCKER. Byt. Maj. Gen. and Chief Quartermaster, 8719t Depot of Washington, D. C. A SSISTANT QUARTERMASTER'S OFFICE LARGE SALE OF GOVERNMENT HARNESS, R:DING SADI/LES, ETC. Will be sold at Public Auctou, at the United States Government Warehouse, HANOVER Street what, Philadelphia. Pa. on SAIURDAY. August 18ta, and WEDNESDAY, August 22d, 1866, commencing on each of the days specified at 10 o'clock A. M., in iots to suit purchasers, large quantifies of the follow-ing described Harnes., to, vizing described Harness, etc., viz:--Lead Ambulance Harness, renaired, sets of, Lead Mule Harness, worn, sets of. Wheel Mule Harness, worn, sets of. l rice 8125 per bottle. Wheel Ambulance Harness, worn, sets of. McCleilan caddles. worn. Collars, a sorted (Mule and Horse), worn. Wayon Bridles, worn. Wagon Saddles, worn. head Halters and Chains, worn. Neck S raps and Chains, worn. All this is arness is made of the best materials, strong and serviceable, and was carenully inspected when purceased by the Government, and is now sold because the war is ended, and is no longer needed for the survey. Philadelphia. needed for the army, Kailroads, Passenger Railroads, and Express Com panies, Manufacturers, Farmers, and Express Com-panies, Manufacturers, Farmers, and Harness Deal-crs are respectfully invited to sitend this sale. Such an opportunity will not occur again. It is probably the est large lot of Government Harness that will be sold in this city, and will not bring a ything like its true value. Much meney may be made by purchasers reselling and disposing of the same in the West and elsewhere. CHESNUT the West and elsewhere. TERMS OF SALE-Cash in Government funds. a deposit of twenty-five per cent to be paid on every accepted bid, the balance within twenty-four hours atter the sale. Ail articles purch articles purchased must be removed within two days from date or sale, By order of Brevet Brig. Gen. G. H. CROSMAN, Assistant Quartermaster-General U. S A. GEORGE & ORME, 8711t Byt. Major and Assistant Quartermaster WAR DEPARTMENT, SURGEON-GENE RAL'S OFFICE, WASHINGTON, D. C., August 10, 1808 An Army Medical Board, to consist or Brevet Colonel J. B. Brown, Surgeon, U. S. A. President; Brevet Lieutenant-Colonel H. R. Wirtz, Surgeon, U. S. A.; Brevet Lieutenant-Colonel Antuony Heger, Surgeon, U. S. A.; and Brevet Major Warren Web-ster, Assistant Surgeon, U. S. A., Becorder, will meet in New York city on the 20th of September, next, for the examination of candidates for admis-sion into the Medical Staff of the United States Army. ston into the Medical Staff of the United States Army. Applicants must be over 21 years of age, and Any. Any. Applicants must be over 21 years of age, and Provide the source of the surgeon-tion of the board should be addressed to the Surgeon-tion of the source of the surgeon-source of the source of the surgeon-source of the surgeon-tion of the source of the surgeon-source of the source of the surgeon-source of the surgeon-tion of the source of the surgeon-source of the surgeon-source of the surgeon-Surgeon-General, U, M.A. OF MOSES NATUANS,

Sent by mail. Price, Mate packages, \$2. Female, \$3. SAMARITAN'S ROOT AND HERB JUICES, The Great Blood Purifier, and Remedy for Scrofula, Ulcers, Sores, Spols, Tetters, Scales, Boils, Syphilis, Etc. For Syphilis, the Samaritan's Root and Herb Julcess is the must potent and effectual remedy ever prescribed it reaches and eradicates every particle of the veneres poison. Will remove every Vestige of impurities from the system as well as all the bad effects or mercury SAMARITAN'S WASH Is. in case of Syphilis, used in conjunction with the Root and Herb Julces. Full directions. Price 25 cents. The old sickening and disgusting drugs have to give way to remedies purely vegetable, pleasant to the faste, and A FONITIVE (URF. cold by DEMAS BAUNES & CO., No. 21 PARK ROW. DISAOND & CO., Proprietors, No. 915 RACE Street WHISKY, BRANDY, WINE, ETC. GROVE WHISKY No. 225 North THIRD Street. It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it there is no accoholic stimulant known commanding sady ecch.u.theation for such high sources:-PHIADELFHIA, September 9. 1888. We have carefully tested the sample of CHEANUT GEOVE. WHISKY which you send us, and find that has contains NONE OF THE FORCOMOUS SUBSTANCE known as GROVE WAISA I which you set to the and induced a set of the contains hose of The Followout a test state and injurious in gredient of the whiskies in general use. BOOTH, GARRETT & CAMAC, Analytical Chemists NEW YORK September 3 1859. I have analyzed a sample of CHESNUT GROVE WHISK Y received from Mr. Charles Wharton. Jr., Philasciphia: and having carefully tested M. I am pleased to state that it is entirely razz raok romoxou on ... f. klots substances. It is an unusually pur and fine ... V. Ted quality of whisky. JAMES R. CHILTON, M. D., Analytical Chemis Analytical Chemis Boston, March 7, 1859 I have made a chemical analysis of commercial sam ples of CHESNUT GROVE WHISKY, which provesta be free from the heavy Fusil Olis, and perfectly pure an unadhi'crated. The fine flavor of this whisky is derive from the grain used in manufacturing it. Hespectrully, A. A. HAYES, M. D. Btate Assayer, No. 16 Boylston street. For sale by barrel, demijohn, or bottle at No. 225 Norg THIRD Street. Philadelphia. 43 M. NATHANS & SONS IMPORTERS BRANDIES, WINES, GINS Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. 119m

P. M. Woodbury Accommodation, 6 P. M. IETURNING: Leave Cape May at 6:30 A. M., Mail: 9 A. M., Fast Ex-press: 5 P. M. Express Leave Bridgeton 7 15 A. M. and 3:50 P. M. Freight 30 P. M.

Leave Salem 7 A. M. and 3'35 P. M. Freight 5 45 P. M. Leave Millville 6'55 A. M. and 6'38 P. M. Freight 11'93 M.

A M. Freight will be received at Second Covered Wharf below Walnut street, from 7-00 A. M. until 5-00 P. M. That received before 9 60 A. M. will go through the same

freight Deliverv, No 228 S. DELAWARE Avenue. J. VAN RENSSELAER, Superintengent.

The West Jersey Express Company will attend to all the usual branches of hxpress business. A Special star-senger accompanies each through train. Office No. 5 WALNUT Street Philadelphia. 72

1866 -PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Pennsylvania to the City of Frie. on Lake Erie. It has been leased and is operated by the Pennsylvania Baliroad Company. TIME OF PARSEN(ER TRAINS AT PHILADELPHIA. Arrive Eastward-Erie Mail Train, 7 A. M.: Erie Ex press Train, 1 P. M. Leave Westward-Erie Mail, P. M; Erie Express Train 18 M. Tassenger cars run through on the Erie Mail and Ex press trains both ways between on the Erie Mail and Ex

Leave Westward-Erie Mail, P. M.; Erie Aspress Train 18 M.
 Passenger cars run through on the Erie Mail and Ex-press trains both ways between Philade phils and Erie. Dress trains both ways between Philade phils and Erie. NEW YORK CONNECTION.
 Leave New York at 9 A. M., arrive at Erie 930 A. M., Leave Erie at 445 P. M., arrive at Erie 930 A. M., Elesant Sleeping Cars on all the night trains.
 Por information respecting passenger buseness, apply For information respecting passenger buseness, apply at corner THIRTETH and MARKET Streets, Phila.
 B. Kingston. Jr., corner Thirteenth and Market ereets.
 Philadelphils; J. W. Reynolds, Arie; William Brown, Agent N. C. B. R., Baltimore. H. HOCSTON, General Freight Agent, Phila. H. W. GWINNEE, General Treight Agent, Phila. A. L. TTLLER General Sup t, Williamsport.

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given, N. B.-Increased inclinies have been made for the ransportation of live stock. Drovers are invited to try the route. When stock is iuralished in quantities of two carloads or more, it will be delivered at the foot of For-lie's street near the Drove Yard, or at Pier Ne. 1, North River, as the shippers may designs to at the times combinent.

Galipprent. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphi

O BANGE AND ALEXANDRIA RAILROAD. O RANGE AND ALLZANDRIA RAILROAD, O us and an er MONDAY, February 12, two daily trains will run between Washington and Lanchburg, connecting at Gordonsvi le with Virginia Central Rai-road trains to and from Richmond, as tollows :--MAIL TRAIN. Leave Washington daily (Sunday excepted), at 645 A. M., and arrive at Lynchburg at 545 P. M. Leave Lynchburg at 7 A. M. and arrive at Washing-ton at 526 P. M. EXPRESS TRAIN.

Leave Lynchourg at 7 A. M. and arrive at Washing-ton at 526 P. M. EXPRESS TRAIN. Leave Washington deliy (including Sunday) at 646 P. M. and arrive at Lynchourg at 660 A. M. Leave Lynchourg at 630 P. M. and arrive at Washing' to at 640 A. M. Both trains making close connections at Lynchburg-for all points South and Southwest, and at Washington for North and Northwest. The road is attractive, hot our for its comionable specimodations, but for the fact that it passes the new biotoc containts of Pairfax, Buill Run, Manasas, Bris-toe, Catlett's, Rappahannock, Culpeper, Orange, and conditions of Pairfax, Buill Run, Manasas, Bris-toe, Catlett's, Rappahannock, Culpeper, Orange, and condomiville, and an Boston, New York, Philadeishia, and Baltimore and at the chases of the road in Washington Baltimore and at the chases of the road in Washington Baltimore and at the chases of the road in Washington Baltimore and at the chases of the road in Washington Baltimore and at the chases of the road in Washington

HORACE A. BATHANS. ORLANDO D. BATHANS.