THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, JUNE 25, 1867.

CTMLA:

IMPORTANT FAOTS

WHICH THE PEOPLE SHOULD

MAKE A NOTE OF.

FACT L.-LILLIE'S CHILLED-IRON SAFES have been largely introduced for the last twelve years, and sold to those having the largest amount of yanables, as the best and nost thoroughly Burglar-Proof Sate; and, up to the last three years, it has been as rare to hear of one of Lillie's Sales having been robbed by burglers, as to see or hear of a white blak bird or a while elephant.

Fact II.-It is notorious that the profession of the burgiar has advanced at a ratid pace within the last elebt years, and what was thoroughly burgiar-proof then is not so now, which accounts for the fact that within the last three years very few of Lillie's Sales have been robbed, and the secret anonymous circuitars distributed by other anformakers lat-terly, showing a very few cases only, is the strongest vidence that bit a very small number have been robbed to this time, notwithstanding the large num-ber in use, and the amount at stake it successful.

FACT III.-There are two, and only two, general and leading princidles upon which all burgiar-proof safes are constructed. The one is pouring liquid from between and around bars of wrought iren, hard-ened streel, or any proper combination of metala. This principle is adpted by Lillie, in the Chilled-from Safe, and covered and controlled by his letters patent.

patent. The other is made up of layers of plates, of different metals, held together by bolts or rivers, or holt. To this principle there are various objections.—The cost is double. The wrought fron plates, which are the strength of the safe, are outside, and are operated ppon by the whole catalogue of hurgiars' tools. The bolts or rivets are easily forced by suitable tools, with or without powder, and cannot be sustained. The former principle, adopted by Little, avoids all these objections, can be made any thickness, and withsind any amount of reeistance required; avoids the rivets, bolts, etc.; has no wrought iron outside to be operated upon by burgiars' implements. Fact IV.—Mr. Little, the Paiertze so soon as be

FACT IV .- Mr. Lillie, the Patentee, so soon as he

FACT IV.-Mr. Lillie, the Patentee, so soon as he learned that it was possible with the modern im-proved tools for burglars to grind through chilled iron or hardened size, began experimenting to avoid the difficulty, and after much labor and expense he has perfected a system for chilling iron and combin-ing metals that is entirely proof against the burglar's drill, or any other of his tools, even the wedge, war-ranted to stand the hardest test practicable for any burglar to make. As a proof of his success, the fol-lowing certificate is now offered from the Novelty Works, New York:-OFFICE NOVELTY IRON WORKS, NEW YORK, 18th December, 1566.

OFFICE NOVELTY IRON WORKS. NEW YORK, 18th December, 1868. Mears. Lewis Lillie & Son.--GENTLEMENT.-We have subjected the sample of Chiled Iron yon furnished us to the most severe tests (as regards drilling through it) that we could bring to bear upon it, and without success. It is our opinion that it can only be penetrated by the use of a large number of drills, and the expendi-ture of moch power, with days of time. And we think it impossible for a burglar, with his time and power, to penetrate it at all. Yours truly. I have V. HOLMES. Superintendent. LYMAN G. HALL, Foreman. And the following extensive from manufacturers in Philadeiphia, Eoston, and Chicago, after the most thorough tests, find the result to be substantially the same. And their principal from Workers so cartify:

And their principal Iron Workers so certify: Messrs, Merrick & Son, Southwark Foundry, Phila-

The Finkley & Williams Works, Boston, Mass. The Finkley & Williams Works, Boston, Mass. The Union Foundry and the Northwestern Foun-dry, Chicago, Ill. FACT V.—The proposition made the public hereto-fore is now renewed: I will furnish Sates or Vault Doors of same wire and canacity of other bast makers.

fore is now renewed: I will furnish sates, or Vanit Doors, of same size and capacity of other best makers, and at one-third less price; and the same may be teated when finished, and I will furnish the man to test the work of any other maker, and he shall fur-nish the man to test my work; and the party so ordes-ing may accept the work which stands the most re-sistance, in any wayor manner practicable for a burglar to work.

to work. FACT VI.-I would now say to any of the owners of Lillie's Safes, that, in view of the preceding facts, if they feel the need of additional accurity, I will ex-change with them, on fair terms, giving them all the late improvements, and the increased security, which is claimed to be beyond the reach of Burglars, until some new system shall be developed in the working of Iron, which would now seem hardly possible.

FACT VIL-It is true that the Sheet-Iron or common FACT VIL-11 is true that the Sheet from or common Sale, as now made, under ordinary circumstances (and when not crushed by the fall of walls or timbers) usually saves the written matter, but if the fire is se-vere at has to be copied, for the thk will soon fade out; besides, the safe is twisted up and useless,

to work.

RAILROAD LINES.

EADING BAILBOAD

READING BAILEROAD
GREATTRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
GREATTRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
GREATTRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
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ALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS.
TRANS, MAY 6, 185
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And Schuyfkill and Suzquehanna Thus for Northundberger, Willamsport, York, Chambersburg, Pine, srow, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading and Columbia Raifroad trains for Columbia, etc., POTISTOWN ACCOMMODATION
POTISTOWN ACCOMMODATION
Texes Potistown at 5:20 A. M., stopping at Interneting, leaves Philadelphia at 5:30 P. M., arrives in Pails at 5:30 P. M., arrives in Philadelphia at 5:00 P. M., arrives in Pails at 5:00 P. M., arrives pails at 5:00 P. M., arrives

Reading at 8'00 A. M., returning from Reading at 4'95 P.M.
 CHESTER VALLEY RAILROAD.
 Passengers for Downingtown and intermediate pointa take the 7'20 A. M., and 5'00 P. M. trains from Philadeiphia, returning from Downing town at 6'10 A. M. and 1'00 P. M.
 MEW YORK EXPRESS FOR PITTSBURG ANI THE WEST
 Leaves New York at 9 A. M. and 5'00 f. M. trains from on a connecting at 1'00 A. M and 1'50 and 1'00 F. M., and connecting at 1'00 A. M and 1'50 and 1'00 F. M., and connecting at 1'00 A. M and 1'50 and 10'06 F. M., and connecting at 1'00 A. M and 1'50 and 10'06 F. M., and connecting at 1'00 A. M and 1'50 and 10'06 F. M., and connecting at 1'00 A. M and 1'50 and 10'06 F. M., and connecting at 1'00 A. M. and 1'50 and 10'06 F. M., sand connecting at 1'00 A. M. and s'50 P. M. Source, Chicago. Williamsport, Elmira, Baltimore, etc. Returning, express train leaves tharrisburg on ar rival of the Ponnsylvania express from Pitsburg, al 5 and 6'55 A. M. and 9 F. M., passing Reading at 4'4 and 5'20 P. M. Sleeping cans accompany these trains through between Jerney Uty and Pittsburg, without change.
 A mult train for New York leaves Harrisburg at 2'10 P. M. Mall train for Harrisburg leaves New York at 18'10.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Potsville at 7 and 11'30 A. M., and 1'40 and 4'40 F. M.
 SCHUYLKILL AND SUSQUEHANNA RAILBOAD

and 4'15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7'60 A. M. for Pinegrove and Barrisburg, and 1'50 P. M. for Pinegrove and from ont, returning from Harrisburg at 3:20 P. M., and from Tro-mont at 7'33 A. M. and 5'25 P. M., TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Through first-class tickets and emigrant tickets to canada. Excursion lickets from Philadelphia to Reading and intermediatestations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediates stations, by Reading and Pottstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. HRADFORD, Treasurer, NO, 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Experimtendent, Reading... COM MUTATION TICKETS At 25 per cent. discount, between any points desired for families and firms. MILEAGE TICKETS, Good for 2000 miles between all points, \$52:50 each for families and firms. EAON TICKETS, For three, six, nine, or tweive 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 half fare. EXCURSION TICKETS

fars, EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streets. FREIGHT.

RAILROAD LINES. PHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMUNGTON AND BAL-TIMORE RAILBOAD.
 PIANORE RAILBOAD.
 TIMORE RAILBOAD.
 TIMORE RAILBOAD.
 TIMORE RAILBOAD.
 TIMORE RAILBOAD.
 Commencing MONDAY, June 2, 1847, Trains will bave depot, corser BROAD Street and WASH-ing to Avenue, an follows:- Way Mail Train at 8:30 A. M. (Sundays excepted) for Bailmore, and follows:- Tana at 11:00 A. M. (Sundays excepted) for backing with Delawars Bailroad at Wilmington for cristield and Intermediate stations.
 Tana at 11:00 A. M. (Sundays excepted) for Bailmore and Washington.
 Terrees Train at 11:00 A. M. (Sundays excepted) for Bailmore and Washington, stopping at Chester, Thur-low, Linwood, Claymoot, Wilmigton, Newport, Stan-ton, Newark, Elkion, Northeast, Charlestown, Perry-vide, Magnolia, Chasée, and Stemmer's Run. Con-nects at Wilmington with Delaware Railroad Line, stopping at Newcasile, Middletow, Clayton, Smyrna, pover, Camden, Felton, Harrington, Milford, Seaford, stabury, Princess Anne, and connecting at Cristiend with boat for Northk, Portsmouth, and the South.
 Might Express Anne, and connecting at Cristiend with boat for Northk Will lake the 11:00 r. M. Train, Will Mington R. M. (daily) for Baltimore and with will like the 11:00 r. M. (daily) for Baltimore and Will Will like the 11:00 r. M. (daily) for Baltimore and Will Will like the 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Will like the 11:00 r. M. (daily) for Baltimore and Will Will like the 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Baltimore and Will Mington Realing at 11:00 r. M. (daily) for Bal

Wilmington, Leave Philadelphia at 12'30, 4'30, 4'30, and 11'30 (daily) P. M. The 4'30 P. M. Train connects with Delaware Railroad for Dover and intermediate sta-

Leave Wilmington 7'00 and 8 A. M., 3'90 and 6'30

Leave Wilmington 7'00 and 8 A. M., 3'90 and 6'30 (daily) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express 5'15 P. M., Express, 6'35 P. M., Express BUNDAY TRAIN FROM BALTIMORE. Leave Baltimore at 5'5 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers for Washing-ton or Baltimore, and a Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 528 CHESNUT Street, under the Continental Hotel, Persons purchasing lickets at this office can have their baggage checked) at their residence by the Union Transfer Company. 40 H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD,

BAILROAD LINES.

RAILROAD LINES, NORTH PENNSYLVANIA RAILROAD, THE MIDDLE ROUTE, Shoriest and most direct route to Beinlehem, Allentown, Mauch Chunk, Handion, White Haven, Wilkesharre, Mahanov (Hr. Mouil Carmel, and all points in the Lebign, Ma-hanov, and Woming coal regions. — Marker Depot in Philadelphia, N. W. corner of BERKS and ARERICAN ETTERS. — MINE DAILY TRAINS. — Mand after WEDNESDAY, Mary 5, 1987, Passeduger teams is eave the New Depot, corner Berks and Ameri-and Anerican express for Rethiehem and former and schedung express for Rethiehem and former at stations on North Pennnyivania Railroad, for Allentown, Catasauqua, Slatington, Mando Chunk, Welkesbarre, Kingston, Pituston, and all points in Mikesbarre, Kingston, Pituston, and all points in Mikesbare, Mikes, And Mahanov Chu, at Wilkes-Mikesbare, Mikesbare, And Williamsport, Arrive at Mikesbare, Mikesbare, And Williamsport, Arrive at Mikesbare, Mikesbare, And Williamsport, Arrive at Mikesbare, Mikesbare, And Mahanov, Chustas at the Lehigh Valley and Mikesbare, And Andrean can take the Lehigh Valley and Mikesbare, And Andreanov, Chustas Habit

York. At 5'45 A. M.-Accommodation for Doylestown, stop-ning at all intermediate stations. Passangers for Willow Grove, Hatooro, and Hartsville, by this traint take the stage at Old York road. At 10'15 A. M.-Accommodation for Fort Washing-ton, stopping at intermediate stations. At 13'P. M.-Express for Bethehem, Allentown, Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town.

Passengers for Greenville take this train to Quakertown.
At 245 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers take for Summeytown.
At 4 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abingt n: for Lumberville at Doylestown.
At 520 P. M.-Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehign Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 620 P. M.-Accommodation for Jansdale, stopping at all intermediate stations.

TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 935 A. M., 205 and 3'40 P. M. * 2'05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1'20 A. M. arrive in Philadelphia at 2'05 P. M. Passengers leave Wilkesbarre at 1'30 P. M., connect at Bethlehem at 0'15 P. M., and arrive in Philadelphia at 5'40 P. M. From Doylestown at 8'25 A. M., 5'10 P. M., and 7'40 P. M.

From 40 P. M.

From Longlestown at 3°25 A. M., 5°10 P. M., and 7°40 P. M. From Lansdale at 7°30 A. M. From Fort Washington at 11°30 A. M. and 3°05 P. M. ON SUNDAYS. Philadelphia for Bethlehem®t 9°30 A. M. Philadelphia for Doylestown at 2°45 P. M. Doylestown to Philadelphia at 7°30 A. M. Bethlehem to Stath Streets Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depot. Tickets must be procured at the Ticket Office in order to secure the jowest rates of fare. Tickets sold and Baggage checked through to prin-cipal points at Mann's North Pennsylvania Baggage Express Office. 112 No. 105 S. FIFTH Street.

DENNSYLVANIA CENTRAL BAILROAD.

SUMMER TIME, TAKING EFFECT JUNE 2, 1867. SUMMER TIME, TARLES EFFOT JUNE 2, 187, The trains of the Fennsylvania Central Rairoad leave the Depot, at THIETY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Ches-nut and Walnut Streets Railway run within one supersoft.

Market Street Passenger Railway. Those of the Ches-nut and Walnut Streets Railway run within one square of it. On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Sieeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets. Agents of the Union Transfer Company will call for and cellver bagage at the Depot. Orders left at No. 90 Chesnut street, or No. 1 South Eleventh street, will receive attention.



EALE OF 1000 CASES ROOTS, SHOES, HROGANS, ETC. ETC. On Thursday merning. June 27, commercing at 10 o'clock, we will sell by catalogue, for cash, 1000 cases men's, boys', and youth's boots, shoes, brogans, balmorals, etc. Also, women's, misses', and chi, drea's wear, to which we would call the early attention of buyers. [6 22 4t

7 8

AUCTION SALES.

Sales of Real Estate, Stocks, Loans, etc., at Phila-deiphin Exchange, every Friday at 12 o'cleck, noon, Our sales are advertised in all the daily and several of the weekly newspapers, by separate haodbills of each property, and by pamphets castalogues, one the usand of which will be lasted on Wednesday pre-cedure each make

REAL ESTATE AT PRIVATE SALE.

REAL ESTATE AT PRIVATE SALE. SALE ON FRIDAY, June 23, At 12 o'clock M., at the Exchange, will 'nclude— The three-story Brick Dweiling, No. 53 Emquirer (lato Jackson) street, 20 lest front, including a four-iest alisy, depth 44 feet 31nches. The three-story Brick Dweiling, east side of Juniper street, No. 147; 16 11-12 feet front, and in depth 23 feet. The substantially built Dweiling, with back build-ings, No. 228 West Washington Square, third house below Locenst, 23 feet 1 inch front, extending that width 114 feet, then parrowing, on the north side, about 7 feet, and continuing further in depth of the decreased breadth of 16 feet 4 inches, 25 feet 5 inches to a nine-feet wide alley, making the whole depth 145 teet.

to a nine-feet wide alley, making the whole depth 143 feet. The two-story brick and frame Honse, No. 1638 Beach street, with the two story frame Dwelling on street in the rear; 16 feet front, 30 feet deep. The superior built three-story Brick Dwelling, with three-story back buildings, No. 122 Hace street, con-taining in front 20 2-12 feet, and in depth 76% feet; also, the garden adjoining and southwest of the same, 30 4-12 feet east and west, 51 21 feet north and south. The three-story Brick Dwelling, No. 124 Bace street, adjoining the above, 15 feet front, 76% feet deep to the garden mentioned above. The three-story Brick Dwelling, No. 339 Dugan street, with two-story back buildings, 16 feet front by a feet deep.

street, with two-story back buildings, is feet front by 34 feet deep. The two-story Brick Dwelling, with frame kitchen, No. 115 Mary street, 10 feet front and in depth is feet. The three-story Brick Dwelling, with two-story back buildings, No. 2129 Summer street; 15 feet front, 60% feet deep, including an alley of 35 feet wide on the rear and end thereof. The Dwelling, same size and description, adjoining on the west, No. 2139. The iwo adjoining two story frame Dwellings, Nos. 217 and 219 Quince street, corner of Charlotte street, be ow Walnut & feet deep. The two-story frame Dwelling, No. 13 fleck or Buil-letin street, below Front street, 15 feet front, 80 feet deep.

Ceep. The substantially built three-story Brick Dwelling, with back buildings, No. 16 Mayland street, 15 free front, about 40 feet deep, more or less. The two-story Brick Dwelling, No. 1022 Militon street, 15 feet front, 59 feet deep to a twelve iest wide

street, 15 teet front, 59 feet deep to a twelve ieet wide alley. The three-story Brick Dwelling, No. 2215 Filbert street, 15 feet front, 59 feet deep. The three-story Brick Dwelling. No. 2315 Dugam street, containing in front 15 feet, including part of a three-feet wide alley, and in depth of feet. The three-freet wide alley on the south. The three-freet wide alley on the south. The three-freet wide alley on the south. The tot of ground east side of Sixth street, 174 feet north of S. merset street, 18 feet front, 135 feet deep to a 50-feet wide street called Fairfull street. The lot of ground on west side of Union street 40 feet south of Hution street; 40 feet front, 120 feet deep to Liberty street, in the Twenty-fourth Ward. The lot of ground east of McFall street, 35 feet morth from salnur street, running parallel with Girard aveaue, 100 northward therefron; 15 feet front, 615 jet deep.

iet deep. The lot of ground east side of McFall street, 65 feet north from Salnur street; 15 feet front, 61% feet

The lot of ground cast side of more all street, of deep. The two lots of ground one east alde of Twenty-second street, about 20 feet north of Cherry street, 20 1-lifeet front by 30 feet deep; and the lot on Cherry street 20 feet east of Twenty second street, 36 feet front, 42 feet 3 hoches deep; the two forming an L. The lot of ground south side of Ellsworth street, 20 feet east of Fifteenth street, 30 2-18 feet front by 77 feet deep on east line, and on west line about 79 feet, with the privilege of a three-feet wide alley running into Fifteenth street, 105 feet northeast from Someraet; so feet front, 111 feet deep. The lot of ground southeasterly side of Thompson (late Duke) street, 105 feet northeast from Someraet; so feet front, 111 feet deep. The lot of ground southwesterly side of Ridge rond, thence by Christopher Jacoby's lot 150 feet to easterly side of School street, connecting Spring atteet with Park street; thence by School street 105 feet east 16 feet to Ridge road; thence north 39 feet to place of beginning, containing near one-fourth of an acre. The lot of ground east side of Eighth street, 185 feet

acre. The lot of ground east side of Eighth street, 182 feet north of Calbarine street; 18 feet front, 77½ feet deep to a ten-feet wide alley leading north from Catharine

The lot adjoining on the north side, same size and description. Lot of ground south side of Sharswood street, 150 feet west from Twenty-second street; 75 feet front, 90 feet deep to Dresden street. Subject to a ground rent

1686 Geep to Dreason and N. J.-Lots Nos. 26 and 27 on 1.078 IN CA MDEN, N. J.-Lots Nos. 26 and 27 on Heyl's plan of lots, south side of Columbia street, be-tween Fiith and Sixth streets; 34 feet 8 inches front by 10 feet 4 inches to Flum street. Lot No. 1, on same plan, south side of Market street, between Fifth and Sixth streets; 21 feet front, narrowing to 16 feet 6 1 nches by 150 feet deep. 6 22 56

B. SCOTT. JR., AUCTIONEER, No. 1020

A DEPUTY Q. M.-GENERAL'S OFFICE, BALTIMORE, June 18, 1867. } A large amount of CLOTHING, CAMP, and GARRISON EQUIPAGE, will be sold at Public Auction, on July 9, 1867, 12 M., at the Clothing Depot in this city, No. 120 South EUTAW Street, consisting of SUPPORT ACTION OF COME

822 Uniform Light Artillery Jackets. 122 Uniform Veteran Reserve Jackets.

1500 Sack Coats—lined and unlined. 900 Fairs Boots and Boolees.

1400 Uniform Hats and Ostrich Feathers

The above articles are all new and in good condition.

There will also be sold at the same time and place a small quantity of CLOTHING which has been worn and condemned.

Terms of sale-Cash. STEWART VAN VLIET.

6 20 17t Deputy Q. M. General U. S. A.

CALE OF PUBLIC PROPERTY

Samples of the above may be seen at the depot

and further information obtained. Terms-Cash in Government funds; ten: pa cent. down, and balance before goods are taker

from the depot, which must be within five days of sale, under forieithre of purchase. Byt. Maj. Genl. D. H. VINTON, 6 20 13t Asst. Q. M. G., U. S. A.

HARDWARE, CUTLERY, ETC.

STANDBRIDGE, BARR & CO.

IMPORTERS OF AND DEALERS IN

FOREIGN AND AMERICAN HARDWARE

NO. 1321 MARKET STREET,

Offert or sale a large stock of

Hardware and Cutlery,

TOGETHER WITH

1000 KEGS NAILS

A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RA-ZOR STROPS, LADIES' BUISSORS PAPER AND TAILORS' SHIEARS, ETC. at L. V. HELMOLD'S Cheap Store, No. 155 South TENTH Sireet. 118

TRUNKS, VALISES, BAGS, RETIOULES, SHAWI STRAPS, HAT CASES, POCKET BOOKS, FLASKS

and Traveling Goods generally.

300

F. FO

6 125

AT REDUCED PRICES. [87thata

OUTLERY.

T. STEWART BROWN,

H.H. Corner of

FOURTH & CHESTNUT STS.

MANUFACTURES OF

perty:-25,234 pairs Machine-Sewed Boots. 58,289 pairs Machine Sewed Bootees. 13,540 pounds of Wall Tents. 6,940 pounds of Common Tents. 18,000 pounds of Hospital Tents.

10,900 pounds of Shelter Tents. 7,255 pounds of Canvas.

681 Uniform Artillery Coats. 1087 Uniform Infantry Coats. 145 Uniform Cavalry Jackets,

298 Footmen's Trowsers. 927 Horsemen's Trowsers. 603 Horsemen's Great Coats. 1013 Footmen's Great Coats. 159 Wool Blankets.

522 Fotage Caps. 123 Hatchets and Handles.

1056 Canteens, etc. etc. etc.

1084 Robber Blankets.

682 Pairs Stockings

107 Shovels. 524 Knapsacks.

GOVERNMENT SALES. A UCTION BALE OF ARMY CLOTHING

SAMUEL C. FORD & SONS, AUCTIONEERS No. 1.7 S. FOURTH Street,

JOHN B. MYERS & CO., AUCTIONEERS Nos. 222 and 234 MARKET Street.

Nos. 232 and 234 MARKET Street.
 THE LAST DRY GOODS SALE FOR THE REASON, COMPRISING BRITINH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
 We will hold a large sale of foreign and domestic dry goods, by catalogue, on four months' credit, and part for cash.
 June 27, at 10 o'clock, embracing about 900 packages and lois of staple and fancy articles, in wooliens, worsteds, liners, silks, and goods arranged for examination early on the morning of sale. [6213t]

CLOSING SALE OF CARPETINGS, MATTINGS, ETG., ETC., CONTROL ETG., MATTINGS, ETG., ETC., ETC., On Friday Morning, June 58, at 11 o'clock, will be sold, by catalogue, on four menths' credit, about 200 pieces superfine and fine ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, etc., embracing a choice assortment of apperior goods, which may be examined early on the morning of sale.

M. S. FOURTH Street.

Sale at Gira'd Row, Chesnut street. SUPERIOR FURNITURE, ROSEWOOD PIANO, CARPETS, OIL CLOTHS, EFC. ON Wednesday Morning. 26th Inst, at 10 o'clock, at No. 1111 Chesnut street, by catalogue, the entire parlor, diting-room, and chas the furniture, superior roses, and also the kit-chem furniture, stoves, etc. [624:21]

J M. GUMMEY & SONS, AUCTIONEERS

Hold Regular Sales of REAL ESTATE, STOCKS, AND SECURITIES A7 THE PHILADELPHIA EXCHANGE, Handbills of each property issued separately. 1000 catalogues published and circulated, containing full descriptions of property to be sold, as also, a par tial list of property contained in our Real Estate Regis ter, and obsered at private sale. Bales advortised daily in all the daily newspaper

SALE ON MONDAY, July 1, will include-HANDSOME FOUR STORY BRICK RESIDENCE, (o. 1717 Fine street, EXECUTOR'S SALE-Estate of Casper W, Pen-ock, deceased-Two story brick Dwelling, No. 1013

Fock, accensed—Iwo story brick Dweiling, No. 1015 Sergeant Street. SAME ESTATE—Valuable property, Hotel, Dweil-ing, and Stables, Nos. 718 and 718 Spring Garden street. SAME ESTATE—Desirable Building Let, 56 by 115 feet, west side of Sixteenth atreet, above Catharine, SAME ESTATE—Desirable Building Lot, 77 by 105 feet, north side of Catharine street, west of Sixteenth. SAME ESTATE—Transgular 105 of ground, 90 by 175 feet, borth side of Catharine street, west of Six-teenth, adjudning the show.

eenth, adjoining the above. SAME ESTATE-Desirable Building Lot, 67 feet

SAME ESTATE-Desirable Building Lot, 67 feet front, east side of Sixteenth street, north of Catharine. WEST PHILADELPHIA-Valuable Hotel Pro-perty, with large lot, 46 by 200 feet, Nos. 3121 and 3123 Chesnut street, adjoining the West Chester and Phila-delphin Railroad Depot. WEST PHILADELPHIA-Two three-story brick Dwellings, Nos. 347 and 840 Sansom street. [6 22 75 PANCOAST & WARNOCK, AUCTIONEERS, No. 240 MARKET STREET.

LARGE POSITIVE SALE OF 550 LOTS AMERI-CAN AND IMPORTED DRY GOODS, LINEN AND HUSIERY GOODS, MILLINERY GOODS, HUOP SEIRTS, CORSETS, NOTIONS, ETC., BY UATALOGUE, ON A CREDIT, On Wednesday Morning, June 25, commencing at 10 o'clock, comprising a large and most desirable assortment of new season-able goods for present sales. 1600 1 OZICN LININ CAMBRIC HDKFS, Also, ON Wednesday Morning,

Also, On Wednesday Morning, 1800 dozen Linen Cambric Hdkis.; consisting of,

Full line ladies' ½ tape border bdkfs., from medium

Full line ladies' % tape border hdRis, from medium to fir est quality. Full line gents' % do, do, do, Full line gents' % printed border do, do, Full line gents' % hemmied do, do, do, Full line ladies' % hemmitded do, do, do, Full line ladies' % hemmitded do, do, do, Also, an invoice indies' and misses' % and % cam-bric bdkis. Also an invoice embroidered, braided, and button-eyed hdkis. Also, a full line of infants' embroidered waists, em-broidered trimmings, etc. WHITE GOODS. Also, 1000 pieces white incopets, cambrics, soft finish

WHITE GOODS, Also, 1000 pieces while jacopets, cambrics, soft finish mulis and nainsooks, shirred muslins, French Swiss.

EIC. ELC. KID GLOVES, FANS, POCKET WALLETS, ETC.

of a favorite make. Also, 100 tots Paris farcy linen, slik, paper. and

Also, for other parties taken internet, since, paper, and fancy fans. Also, 50 lots super quality pocket-wallets, travelling bags, memorandum-oooks, etc. WAX BEADS, COMBS, BRUSHES, ETC, Also, a tull line of Paris wax beads, white and col-ored, new and desirable goods, just landed. Also, French Combs, Brushes, Head Nets, Dress and Clock French Combs, Brushes, Head Nets, Dress and

Clock Builtons, Ornaments, etc. HOOP SK L5 TS AND CORSETS. Also, 10(0 dozen ladies', misses', and children's steel spring Hoop Skirts, of superior quality and new st shapes.

newest shapes. Ladies' mechanical, whalebone, and cane Corsets. HIBBONS AND MILLINERY GOODS. Also, Paris Poult de Sole Bonnet and Trimming Ribbons, Nos. 26560; Artificial Flowers, Malines, Crapes, Laces, a steck of millinery goods, etc. 11

C. C. MACKEY, AUCTIONEER, Office Mo. 421 COMMERCE Street. MALL

BY THOMAS BIRCH & SON, No. 1110 CHES

LUMBER.

1867. -BELECT WHITE PINE BOARDS AND PLANK. CHOICE PANEL AND ISL COMMON, 16 eet long. 44, 54, 54, 54, 2%, 5, and 4 inch white PINE. PANEL PATTERN PLANK. LANGE AND SUPERIOR STOCK ON HAND.

1867 -BUILDING BUILDING LUMBERI LUMBERI LUMBER 44 CAROLINA FLOORING, 44 CAROLINA FLOORING, 44 DELAWARE FLOORING, 54 DELAWARE FLOORING, 55 DELAWARE FLOORIN

PLASTERING LATE.

OV. BHINGLES. LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW, No. 1 CEDAB LOGS AND POSTS.

1867 -LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS

1867. -ALBANY LUMBER OF ALL KINPS. ALBANY LUMBER OF ALL KINPS. EEASONED WALNUT. DBY POFLAR, CHERRY, AND ASH, OAK FLANK AND BOARDS. MAHOGANY, ROSEWOOD, AND WALNUT VENEERS,

1867, -CIGAR-BOX MANUFACTUREES, CIGAR-BOX MANUFACTUREES, SPANISH CEDAR BOX BOARDS,

1867. -spruce joist' spruce joist spruce joist superior norway scantling, Maule, Brother & co., 6 1 pp No. 2500 South Street.

NON. 24, 26, AND 28 S. FIFTEENTH ST.,

ESLER & BRO., Proprietors.

at low prices,

Newels, Balusters, Bracket and Wood Mouldings. WOOD MOULDINGS, BRACKETS, BALUSTERS,

Walnut and Ash Han | Railing, 3, 3%, an 14 Inches BUTTERNUT, CHESNUT, and WALNUT

C. PERKINS,

on hand a large and varied assortment Lumber. 5 243

LUMBER MERCHANT.

Successor to B Clark, Jr., NO. 324 CHBISTIAN STREET.

WOOD MOULDINGS, BRACKETS, BALUSTERS,

ways on hand, made of the Best Seasoned Lumber,

U. S. BUILDERS' MILL.

AND NEWELS.

AND NEWELS.

MOULDINGS to order.

of Building Lumber.

1867

-CEDAR AND CYPRESS

NUT Street, above Eleventh Street.

No. 508 WALNUT Street

oods of all descriptions forwarded to all the above Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 550. A. M., 1245 noon, and 6 P. M., for Reading, Lebanon-Harrisburg, Potts-ville, Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 455

. 8.00

Florence. At 5 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M., for Edge-water, Hivemide, Riverton, and Paimyra, At 5 and 10 A. M., 1, 4, 5, and 11 30 P. M., for Fish

Boused The 1 and H:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:-At 11 A. M., 430 P. M., and 12 P. M., (night), via Ken-sington and Jerney City, New York Express Lines.

Fare, \$3. A15, 10'15'and 11 A. M., 2'80, 3'30, 4'30, 5, and 12 P. M.,

for Trenton and Bristol. At 8 and 10/15 A. M., 2'30, 5, and 12 F. M., for Morris-ville and Tultytown. At 8 and 10/15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schencks.

Schencks. At 10°15 A. M., 2°30 and 5 P. M., for Eddington. At 7°30 and 10°15 A. M., 2°30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. <u>BEEVIDERE DELAWARE RAILROAD</u>. For the Delaware River Valley, Northera Pennsyl-vanis, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows:-

allows:-At s A. M. for Niagara Falls, Buffalo, Dunkirk, anandaigua, Elmira, Ithaca, Owego, Rochester, linghamton, Oswego, Syracuse, Great Bend, Mon-rose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

etc. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:20 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sia-Lines from West Philadelphia Depot, via Connect-

Lines from west Prinate purk Depot, via Connect-ing Railway, will leave as follows:-At 1'30 and 6:30 P. M. Washington and New York Express Lines, vis Jersey City, Fare, 53 25. The 5:30 P. M. Line will ran daily. All others, Sun-The 5:30 P. M. Line will ran daily. All others, Sun-days excepted. WM. H. GATZMER, Agent, June 3d, 1867.

DHILADELPHIA AND ERIE RAILROAD .-

L SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Baltroad will run as follows-

2:00 P. M.

WESTWARD.

Mail	Train	leaves r	ninkterpr	1.2 6B	40	in A.	ंद्र	i
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Tala	0'25 A.
Ma'l Train leaves Erie	ö*10 P.
a arrives at Philadelphia	ELON LA
Erie Espress leaves Erie	0 10
Erie Espress leaves Willismsport	9 200 Ata
THE IS LOW ON LOUP HAVED	1.017
Elmira Mail leaves Williamsport	8-35 A.
14 IPRVCB W HITHRID POPULA	540 Pt

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE, On and after Wednesday, May 1, 1867.
FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 960, 10, 11, 12 A. M. 1, 3½, 3½, 4, 5, 5½, 670, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.
Leave Germantown 8½ A. M. 2, 7, 10% P. M.
Leave Philadelphia 9½ A. M. 2, 7, 10% P. M.
Leave Philadelphia 9½ A. M. 2, 334, 5½, 7, 9
and 11 P. M.
Leave Chemat Hill 710, 8, 940, and 1140 A. M. 140, 340, 530, 640, 840, and 1040 P. M.
Leave Chemat Hill 710, 8, 940, and 1140 A. M. 140, 340, 530, 640, 840, and 1040 P. M.
Leave Chemat Hill 750 A. M. 200, 70, and 925
P. M.
FOR CONSHOHOCKEN AND NORRHISTOWN.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 1½, 3, 4½, 5½, 6½, 805, and 11½ P. M.
Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1½, 3, 4½, 6½, 805, and 11½ P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 1½, 3, 4½, 6½, 6%, 805, and 11% P. M.

by, by, and by fr. 20 N SUNDAYS, Leave Philadelphia 2 A. M., 230 and 715 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 1105 A. M. 11%, 3, 45, 55, 65, 806, 95, and 11% P. M. Leave Manyunk 610, 7%, 820, 95%, and 11% A. M. 2 31%, 5, 6%, 9, and 10% P. M. Leave Philadelphia 9 A. M. 25% and 7% P. M. Leave Philadelphia 9 A. M. 25% and 7% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M. Leave Manayunk 7% A. M. 6 and 9% P. M.

FREIGHT LINES FOR NEW YORK AND The Burlington and Belaware Railroad, and street with the Burlington and Belaware Railroad, and Boy and the Statum and Street Research and street with the Statum and Street Research Restreet Restre

Lackswanns and Western Railroad, forwarding to Eyracuse, Buffalo, and other points in Western New York. The New Jersey Railrow connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Norris and Essex Railroad. A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every in-stance, be sent with each load of goods, or no raceipt will be given. N. B. -Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is lurnished in quantitie of five carloads or more, it will be delivered at theroop of Fortieth street, near the Drove Yard, or at Fier Ne 1, North River, as the shippers may designate at th time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent, 11 No. 226 S. DELA WARE Avenue, Philada

WEST JERSEY RAILROAD LINES FROM

W EST JERSEY RAILEOAD LINES FROM foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, June 12, 1867. LEAVE PHILADELPHIA AS FOLLOWS:-For Bridgeton, Salem, Vineland, Multville, and in-termediate points, at 8 A. M., and 350 P. M. For Woodoury, 8 A. M., and 350 P. M. Bridgetown at 705 A. M. and 350 P. M. Balem at 646 A. M. and 350 P. M. Salem at 646 A. M. and 350 P. M. Vineland, 718 A. M. and 350 P. M. Vineland, 718 A. M. and 350 P. M. Freight will be received at Second Covered Whaif below Walnut street, from 700 A. M. until 500 P. M. Freight well before 950 A. M. will go forward the same day.

Freight received before 900 A. M. will go forward the same day. Freight Delivery, No. 225 S. DELAWARE Avenue, **THAINS FOR CAPE MAY.** 8:00 A. M. Morning Mall. 9:30 P.M. Cape May Fassenger. RETURNING LEAVE CAPE ISLAND. 5:00 A. M. Morning Mall 12:458 P. M. Cape May Passenger. Commutation lickets, good for ONE, THREE, or TW ELVE months, can be procured at the Office, of the Company in Camden. Through lickets can be procured at the Office, of street (under the Confinential Hotel). Persons purchasing lickets at this office can have their bag-gage checked at their residence by the Union Trans-ter Company.

6 10 WILLIAM J. SEWELL, Soperintendent. 6 10

DHILADELPHIA AND BALTIMORE CEN-

 PHILADELPHIA AND BALTIMORE CEN-TRAC RAILROAD, Summer Arrangements, on and after SATURDAY, June 1, 1857, Traina will be and after SATURDAY, June 1, 1857, Traina will on and after SATURDAY, June 1, 1857, Traina will be and after SATURDAY, June 1, 1857, Traina will be and after SATURDAY, June 1, 1857, Traina will be and after SATURDAY, June 1, 1857, Traina will be and after SATURDAY, June 1, 1857, Traina will be an another statement of the second of the second attract of the second second of the second of the second second second second second second second and the second second second second second second second attract of Palladelphia at 260 P. M. runs to the second second second second second with the After second second

7'10 A Erie Mail. Paoli Accommodation. No. 1... Parkesburg Train. Lancaster Train. Fast Line and Erie Express. Paoli Accommodation, No. 2. Day Express. Paoli Accommodation, No. 3.

Harrisburg Accommo

For inriher information apply to JOHN C. ALLEN, Ticket Agent, No. 901 CH ESN UT Street. SAMUEL H. WALLACE,

Ticket Agent at the Depot. The Pennsylvania Raliroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred boliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC BAILROAD, THROUGH IN TWO HOURS. Five Trains daily to Atlantic City, and one on Sus-

4.29

On and after SATURDAY, June 20, 1867, trains will

on and alter Street Ferry, as follows:-

9 15 A. M. 2 00 P. M. 4 15 P. M.

Atlantic Accommodation 415 P. M. BETURNING-LEAVES ATLANTIC Special Excursion 618 and 140 P. M. Freight 140 P. M. Freight 140 P. M. Freight 140 P. M. Freight 140 P. M. Streps as through in two hours 70 S A. M. Accommodation 545 A. M. Juncion Accommodation to Jackson and Intermo-diate Stations leaves Vine street 87 A. M. Accommodation 150 Jackson and Intermo-diate Stations leaves Vine street 87 A. M. HADDONFIELD ACCOMMODATION TRAINS Leave Vine street at 700 A. M., 200 P. M. Lea Haddondield at 100 P. M., 313 P. M. SUNDAY MAIL TRAIN TO ATLANTIC CITY Leaves Vine street at 730 A. M., and Atlantic at 440 P. M. Fare to Atlantic \$2. Round Trip Tickets, good only for the day sudtrain on which they are issued, \$3. Tickets for sais at the Office of the Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 226 CHESNUT Street Continental Hotel. The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or coltage at Atlantic City. D. H. MUNDY, 624 II Agent

WEST JERSEY RAILROAD.

W LUNDAY MAIL TRAIN FOR CAPE MAY, Commercing SUNDAY, June 23, 1687, the SUNDAY MAIL AND PASSENGER TRAIN will leave Phila-delphis, foot of Market street (upper ferry), at 7 A. M. Returning leave Cape Island at 6 P. M., stopping at principal Stations only. Fare, \$300, Excursion Tickets, \$500, Good until the following day, WILLIAM J. SEWELL

WILLIAM J. SEWELL, Superintendent, 6 20 19 1

STOVES, RANGES, ETC.

CULVER'S NEW PATENT

DEEP SAND-JOINT

HOT-AIR FURNACE. HANGES OF ALL SIZES.

Also, Philegar's New Low Pressure Steam Heating Apparatus. For sale by

CHARLES WELLIAMS, NO. 1182 MARK HT Street

6 302 THOMPSON'S LONDON KITCHENER; OB EUROPEAN RANGE, for Families, He-tels, or Public Institutions, in TWENTY DIF FERENT SIZES, Also, Philadelphia Baarges Hot-Air Furnaces, Portable Heaters, Lowdown Grates Fireboard Stoves, Bath Bollers, Stewhole Plates Bollers, Cooking Bloves, etc., wholemale and retail, by the manufacturers. BHARPE & THOMSON, 527 stuthfom No. 29 N. SECOND Street.

FITLER, WEAVER & CO.

MANUFACTURERS OF

Manilla and Tarred Cordage, Cord Twines, Etc.

No. North WATER Street, and No. North DELAWARE Avenue, FRITADELFHA. EDWIN H. FITLER, MICHAEL WEAVER, CONRAD F. CLOTHIES, 214)

besides, the safe is twisted up and useless. It is equally true that the Chilled-iron Safe saves the written matter in a perfect state, that it does not fade out or require copying, and that it does not fade out or require copying, and that the safe itself is ready for further use. Any number of triais in free, certified to, prove these facts, and if any of the safe venders who are distributing secret, anonymous circulars to injure the reputation of LiLLIE'S SAFE. are not satisfied with these statements, they can have the opportunity of festing by fire one of their own. Safes with LiLLIE'S, on equal terms, whenever they so decide. Fact VIII.—In answer to the story circulated by

Safes with LILLIE'S, on equal terms, whenever they so decide. Fact VIII.—In answer to the story circulated by interested parties, that Lillie's Safe had gone up, and had runed Lillie, etc., I would say that at no time in the last two years could Lillie & Son half supply the demand to: Safes, and were noder the necessity of torming a large stock company, with a very large capital, to meet the demand; and Mr. Lewis Lille, Sr., is now the president of that company, which is located on the Delaware, in Pernsylvania, sear Easton, and will be able to supply all demands for Safes, Locks, chilled-fron Vaulis, etc. In conclusion, I beg to call the attention of my partons and friends, and the public, to the facts here prost neore, and to say that I am very thankin! for prostness, and that I am prepared to furnish LiL. IE'S BURGLAR AND FIRE AND BURGLAR. VAULTS and COMBINATION LUCKS, all at short notice, warranted to be the best and cheapost in market. I also keep constantly a large assortioned of second-hand Fire Proofs, taken in exchange for Illie's Burglar Proofs, of the best-known makers, all put in good order, and offered at below usual auc-uin proces.

M. C. SADLER, AGENT FOR LILLIE'S SAFE AND IRON COMPANY, No. 639 ARCH Street.

59 tuths2m C. L. MAISER,

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES.

LOCHSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 434 BACE STREET. 6.52

PHILADELPHIA.

A LARGE ASSORTMENT OF FIRE A LARGE ASSORTMENT OF FIRE and Burgiar-proof SAFES on hand, with inside doora, Dwelling-house Eafes, free from dampness. Prices low. C. HASSENFORDER, 65 No. 62 VINE street. REMOVAL.

A. & H. LEJAMBRE,

Late No. 1012 Chesnut street, have removed their

FURNITURE AND UPHOLSTERY WAREROOMS

To No. 1103 CHESNUT STREET,

N. E. Corner of MARKET and WATER Streets,

N. E. Corner of MARK ET and WATER Streets, Philadelphia. DEALERS IN BAGB AND BAGGING Of every Description, for Grain, Flour, Sait, Super-Phosphate of Lime, Bone Large and small GUNN Y BAGE constantly on hand, 2281 Also, WOOL SACKS. JOHN T. BAILEY. JAMES CASCADES.

PHILADELPHIA SURGECN'S PHILADELPHIA SURGECN'S HANDAGE INSTITUTE, No, 14 N. NINTH Sireet, above Market.-R. C. EVERETT, after thirty years practical experience, parameters the skilled adjustment of his Fremium Patent Graduating Pressure Truss, and a variety of others. Supporters, Elastic Elockings, Shoulder Braces, Crutchers, Euspenders, etc. Ladies' apart-ments conducted by a Lady. 520

A LEXANDER G. CATTELL & CC., PRODUCE COMMISSION MERCHANTS, No. 50 NORTH WHARVES

NO. 27 NORTH WATER STREET, PHILADELPHIA. ALFYANDER S. CATTELL. [22] ELIJAH G. CATTEL

COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brand Test Awning, Trunk, and Wagon Cover Duck. Aim Paper has drachaters' Drier Feits, from one to seve feet wide; Pauling, Bolting, Saft Twine, etc. JOHN W, EVERMAN & CO., NG, 103 JONES Alley.

NO. 103 JONES Alley,

C

EMOVAL.

UP STAIRS.

O B N E X C H A N G E BAG MANUFACTORY. JOHN T. BAILEY & CO.,

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