TY INTELLIGENCE

ODITIONAL LOCAL TIEMS SER OUTSIDE PAGES.

OVERS IMPEACEMENT INVESTIGATION .-Special Committee of Councils to inquire ether the conduct of William J. Ovens, one the Assessors of the Seventh Ward, on the casion of the late murder of Colonel Riddle, was not such as to warrant an impeachment by

Councils, held another meeting on Saturday evening, Robert M. Evans in the chair.

John Krider, Jr., doing business at Second and Walnut streets, testided that on May 7 he sold a blackjack to Mr. John Riddle, brother of the deceased; Mr. Riddle said he had been attacked in a drinking salage and they be in a drinking saloon, and that he wanted to be prepared against any such attack in future; he said that the party who attacked him might do so again, and he was going to be prepared for them.

Daniel Stokes, who was behind the bar when the row becan, related what he saw of the occurrence, but nothing new was brought out, He said that there is an opening to Mr. Ovens' office in Hand street, and that it is not neces-

Bobert Gamble was examined, and repeated the account of the occurrence he detailed before the Coroner's jury. He was in the office back of the bar-room when the Messrs. Riddle entered, and heard something said about a mistake in the papers of Colonel Riddle's mother; after a few words had passed Mr. Ovens called Colonel Riddle a loafer; the quarrel was afterwards renewed in the bar room, but the witness did not mention any occurrence not already in the possession of the public.

The testimony here closed, and the Commit-

tee adjourned to meet on Tuesday afternoon to consider testimony. An opinion is entertained that the Committee will report in favor of impeachment; in which event the Select Council will try, under the act of February 3, 1854, which says:—"That the officers elected by the qualified voters under this act shall be subject o removal from office under the impeachment for misdemeanor in office or other sufficient cause, on charges to be preferred by the Common Council, and tried by the Select Council, in manner prescribed by the Constitution and laws of this Commonwealth, as to the impeachment by the House of Representatives, and trial thereof by the Senate. All officers shall be subject to remeval for sufficient cause, in such a manner as Councils may determine." manner as Councils may determine."

Fires .- Shortly after the subsidence of the heavy thunder shower of Saturday evening, at about 8 o'clock, the premises of Rockhill & Wilson were discovered to be on fire in the third story front room. In this room the piece goods are kept. Two young men in the room beneath it, looking from the window, saw reflected upon the opposite windows the play of flames. One of these young men had been in the cloth room a short time before, and had the key at that moment in his pocket. The two hastened up stairs, where, in the western front corner of the room, they saw a hole in the floor, and the flames shooting up. Opening the door let in a current of air, and the fire spread. The alarm was given, the goods were cleared out, and in a few minutes the firemen were playing in at the third story windows. The damage by fire was not much, and both by fire and water the loss will not exceed a thousand dollars. There is a flue in the corner, close to where the fire began. It is not used, and the supposition is that lightning struck the flue, and in some subtle manner yet to be explained worked the

A blackened ruin of what was on Saturday known as Schrader's wholesate liquor store, in South street, just above Fourth, yesterday morning met the vision of passers-by. The premises, consisting of two wooden buildings, two stories high, have been a liquor store for many years. The rear abutted upon a narrow street called Charles street, and somewhere here the flames began their work. The hour was a little after 2 o'clock A. M. A great many poor people living in the vicinity began at once the removal of their furniture. From a contiguous stable others were rescuing a number of horses, two of which, at considerable peril to himself, were saved by Mr. John Hasson, a resident of Fourth street. The liquor store and appurtenances were made a ruin, but, with the exception of severe scorching, the adjoining property escaped. The loss is about \$10,000; partially insured in city companies.

During the same evening the foundry of Henry & Orams', at Fifteenth and Buttonwood streets, was slightly damaged by fire.

CRUELTY TO ANIMALS .- The Executive Committee of the Pennsylvania Society for the Prevention of Cruelty to Animals held a meeting, and organized by the election of Governor Pol-lock as Chairman, and Richard P. White as Secretary. It was decided to take active steps immediately to place the Society in a position to commence operations, for which purpose the officers were empowered to open an office and appoint the necessary subordinate attaches. suite of rooms have been taken at No. 1322 Chesnut street, which are being furnished, and after the lapse of a week the signs will be out up, books opened, and the public invited to make a record of complaints and register their names as members, to co-operate the better with the Society and its agents. It is in contemplation to establish branches of the institution throughout the State of Pennsylvania, and invite the population of the State generally to assist in the commendable work in which they have engaged.

Accidents.-Patrick Feeney, aged fifty-nine years, was run over by a freight car on Willow street, between Fifteenth and Sixteenth streets, on Saturday, and had a leg crushed. He was removed to the Hospital, where the limb was

amputated.

George W. Middleton, sixteen years old, residing at No. 426 Queen street, while playing base ball on Saturday, at Eleventh and streets, fell down and broke and of his arms. James Rourke, thirty years old, was thrown off the Girard House coach on Saturday, and was badly injured.

Clarence Griffis, eighteen years old, residing at No. 1223 North Twelfth street, lost part of his hand on Saturday, in the machinery at Bali's

John McNulty, nineteen years old, residing in Linden place, had one of his hands badly lacerated, by having it caught in a spike.

Body Found.-The body of an unknown white man aged forty-five years, five feet eight inches in height, brown bair, and dark beard under his chin, wearing cassimere pants and vest, plain woollen shirt, thick winter coat, laced boots, supposed to be that of an Englishman, and a dyer by trade, was found yesterday in the Twenty-fifth Ward. The Coroner took charge of

THE DE Soro .- Orders have been received at the Philadelphia Navy Yard to fit out the United States side wheel steamer De Soto, with all des-She will join Admiral Palmer's squadron at Vera Cruz. The De Soto will be under the command of Commodore Boggs.

SUNSTROKE,—On Saturday atternoon, about four o'clock, a man named Charles Byan was sun struck, in an alley in German street, between Second and Third. He was removed to the hospital, where he died soon after. The Coroner rendered a verdict in accordance with the facts

O R N E X C H A N G B

HAG MANUFACTORY.

JOHN T. BAILEY & OO.,

REMOVED TO

N. E. Corner of MARKET and WATER Streets.

Philadelphis.

DEALERS IN BAGS AND BAGGING

Of every Description, for

Grain, Flour. Salt, Super-Phosphate of Lime, Bone

Dust, Etc.

Large and small GUNNY BAGS constantly on hand.

1221

Also, WOOL BACKS.

JAMES CASCADEN.

WITLER, WEAVER & CO MANUFACTURERS OF Manilla and Tarred Cordage, Cord Twines, atc. No. 21 North WATER Street and No. 21 North DELAWARE Avenue,

EDWIS H. FITLER, MICHAEL WEAVER, CONRAD F CLOTHIES. 214

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA-THIS DAY. SUN RIBES 436 MAON RIBES MOOR SETS 709

PHILADELPHIA BOARD OF TRADE. WILLIAM C. KENT.
TROMAS F. ASSIMEAD,
CHARLES WHEELER,

MONTRLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS. FOR AMERICA.

ARRIVED YESTERDAY.

Prus. barque Ernst, Erdman, 52 days from London, with mdss. to H. Karsten.

Norw. barque Progress, Olsen. 4 days from New York, in baliss! to Workman & Co.

Schr A. E. Berrickson, Marshall, 1 day from Lewes, with mdse to capialo.

Steamer Frank, Pierce. 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Susan, Grumley, 40 hours from Hartford, with mdse, to W. M. Baird & Co.

CLEARED SATURDAY.
Schr C. S. Carstairs, Price, Providence, J. C. Scott & Schr J. M. Flangan, Shaw, Salem. Tyler & Co. Schr J. M. Broomail, Douglass, Boston, Caldwell, Gor-

don & Co.
Schr S. B. Godfrey, Godfrey, Marblehead,
Schr C. Shaw, Reeves, Boston, Biakiston, Graeff & Co.
Schr J. E. Simmons, Young, Boston,
Schr Lady Emms, Snedecor, Washington, Van Dusen, Lochman & Co.
Schr M. A. Grier, Fiemlog, Stony Point,
Schr Active, Matthews, Portsmouth,
Go.
Schr C. E. Jackson, Babcock, Boston, J. G. & G. S.

Repplier. Schr Luzie Maule, Buehler, Beston, Day, Huddell & Schr L. D. Small, Tice, Danverspors, Wannemacher & Co. Schr L. A. Van Brunt, Tooker, Washington, Rathbun,

Schr L. A. Van Brunt, Tooker, Washington, Rathbun, Stearns & Co.
Schr M. R. Samson, Samson, Bath, E. V. Giover, Mchr Express, Brown, Boston Hammett & Neill, Schr Alexander, Ireland, Mystic, Sinnickson & Co.
Schr Reading RR. No. 44, Trainer, Norwalk, Captain, Schr Reading RR. No. 41, Neill, Norwich, Captain, Schr L. Audenried, Crawford, Salem, Captain, Schr M. E. Van Cleaf, McCobb, Portsmouth, Captain, Schr J. Compton, Childs, Dighton, Captain, St'r R. Willing, Cundiff, Baltimore, A. Groves, Jr., St'r Beverly, Pieros, New York, W. P. Clyde & Co.
St'r G, H. Stout, Ford, Richmond, W. P. Clyde & Co.
St'r New York, Marshall, Washington, do.
Tug Thos, Jefferson, Allen, for Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED SATURDAY.

Steamship Alexandria, Piatt, from Richmond, with mase, to W. P. Clyde & Co.

Barque Addle McAdam, Partridge, 60 days from Genoa, with marble, rags, etc., to V. A. Sartori, Schr Jonathan May, Neal, 4 days from Savannab, with mase, to capitain.

Schr M. Fillmore, Chase, from Boston, with mase, to Crowell & Collins, Schr Owen Bearse, Parker, from Wilmington, N. C., with mase, to cantain.

Schr Owen Bearse, Parker, from Wilmington, N. C., with mase, to captain.
Schr Pennsylyania. Davis, from James river, with umber to Moore & Wheatley.
Schr Three Sisters, Parker, from Dorchester, Schr Minnie, Maxwell, from Baltimore.
Schr J. E. Simmons, Young, from Boston.
Schr Lizzie Maule, Buehler, from Boston.
Schr Lizzie Maule, Buehler, from Boston.
Schr Lizzie Maule, Ruenler, from Boston.

Schr Lizzle Maule, Buehler, from Boston.
Schr J. M. Broumall, Douglass, from Boston.
Schr M. R. Samson, Samson, from Bash.
Schr I. V. McCabe, Pickup, from New Haven.
Schr Reading RR. No. 44, Trainer, from New Haven.
Schr L. D. Small. Tice, from Danversport.
Schr Active, Matthews, from Portsmouth.
Steamer Philadelphia, Fultz, from Washlington, with
mase, to W. P. Clyde & Co.
Steamer D. Utley, Davis, 24 hours from New York,
with mase, to W. P. Clyde & Co.
Steamer Ann Eliza, Richards, 24 hours from New
York, with mase, to W. P. Clyde & Co.
Tug Thos, Jefferson, Allen, from Baltimore, with a
tow of barges to W. P. Clyde & Co.

Steamship Wyoming, Teal, hence, at Savannah 2d Barque Charles Gumm. for Philadelphia, sailed from

Nevassa 22d ult.

Barque Myra, from Greenland for Philadelphia, was spoken 2d inst., lat. 40 27, lon. 79.

Brig Pride, for Philadelphia, sailed from Nevassa 21st ult.

Brig Croton, Lippincott, for Philadelphia, sailed from New Bedford 5th inst.

Brig N. Stevens, Sanders, for Philadelphia, cleared at Bangor 3d inst.

Brig Gen. Banks, Ketchum, for Philadelphia, sailed from Providence 5th inst.

Brig Ida, Bogart, for Philadelphia, sailed from Nevassa 25th ult.

Schr Ocean Wave, Baker, for Philadelphia, sailed vassa 25th uit.

Schr Ocean Wave. Baker, for Philadelphia, salled from Newport 5th inst.

Schr Golden Eagle. Howes, for Philadelphia, salled from New Bedford 5th last.

Schr Brandywine, Henderson, hence, at Fall River

Schra L. Jones, Muncey, and L. Blew, Buckalew, hence, at Warren 3d Inst. Schr Hope, Carew, for Philadelphia, cleared at Bal-limore Sth unst. Schr Hope, Carew, for Philadelphia, cleared at Baltimore 5th 1884.
Schrs M. G. Farr, Moloy; A. Pharo, Shourds; and C. Holmes, Holmes, hence, at Providence 4th 1885.
Schr C. Tilton, Somers, for Philadelphia, salled from New Bedford 5th 1885.
Schrs J. Jones, Jones, and J. J. Little, Little, hence, at Providence 5th 1881.
Schr M. W. Griffing, Griffing, for Philadelphia, sailed from Newport 3d 1885.
Schr G. Deering, hence, at Portland 5th 1885.
Schr S. H. Jones, Davis, and Village Queen, Tillotson, for Philadelphia, sailed from Providence 5th 1885.
Schr Sarah, Coob, hence, at New Bedford 5th 1885.

Schr Sarah, Cobb. hence, at New Bedford 5th list.

NOTICE TO MARINERS.

Notice is bereby given that the fog signal at Cape Ann Light Station, Thatcher's Island, will be discontinued pending the erection of a new signal, which is expected to be in operation on or before the loth list. The new apparatus will give one blast of the trumpet each minute instead of three, as heretofore.

Official information is hereby given that a screw-pile lighthouse has been erected at Upper Cedar Point, in the Potomac river, to take the place of the lightwestel now stationed there.

The light will be exhibited for the first time on the evening of the 20th of July, 1867.

The lighthouse stands on the shoal, in three feet water, mean tide, distant 250 yards NW, from the position heretofore occupied by the lightwessel, and with deep water within 150 yards of it.

The liuminating apparatus is a Fresnel lens of the fifth order, and can be seen, whenever the lighthouse is open, at the upper or lower bend in the river.

Ry order.

W. B. SHUBRICK, Chairman.

Treasury Department, Office Lighthouse Board, Washington, D. C., June 20, 1867.

The Italian Government has given notice that from the 15th day of May. 1867, a light will be exhibited from a lighthouse recently erected on the Moioria Bank, of the port of Leghorn.

The light is a fixed red light, elevated 80 feet above the level of theses, and in clear weather should be seen from a distance of eleven miles.

The illuminative apparatus is districted by the level of the seen from a continuous The illuminating apparatus is dioptric, or by lenses of the fourth order. of the fourth order,

The lighthouse is erected on iron standards on the
south extremity of the bank, 200 yards south of Me
loris tower, and bears W, by N, 15 N, from the light
at Leghorn. Its position, as given, is lat, 48 32% N,
lon, 10 18 E, of Greenwich.

A. S. ROBINSON.

No. 910 CHESNUT STREET.

Is in receipt to-day of an invoice of FINE CHROMOS, ENGRAVINGS,

Which are now open for examination. "Peace and War," by G. Dores," "Last Rose of summer," "Cromwell and Family," "Eomeo and Julies," "Star of Bethlehem," are well worthy the attention of the admirers of art.

COAL.

GEO. A.COOKE'S 1314 WASHINGTON AV.

THE GENUINE EAGLE VEIN, THE CELE brated PRESTON, and the pure hard GREEN WOOD COAL, Egg and Stove, sent to all parts of the city at §6 50 per ton superior Lichtigh at \$675.

Each of the above articles are warranted to give perfect astisfaction in every respect. Orders received at No. 114 8. THIRD Street: Emporium, No. 114 WASHINGTON Avenue.

B. MIDDLETON & CO., DEALERS IN COAL. Kept dry under cover. Prepared expressly for family use. Yard, No. 122 WASHINGFON Avenue. Office, No. 514 WALNUT Street. 72

MISCELLANEOUS.

No. 1101 CHESNUT Street. #

E. M. NEEDLES & CO..

N. W. Cor. Eleventh and Chesnut,

OFFER AT A

GREAT SACRIFICE

WHITE FRENCH BRILLIANTES. Ladies who have used THESE GOODS will

not fail to appreciate them at the prices, 25, 30, 35 Cents-

GAS STOVES FOR COOKING AND HEATING. BY GAS AND AIR COMBINED.

No. 1101 CHESKUT Street.

THE JAR

The Best, the Cheapest, the Surest, the most Reliable, the most easily cleaned, the self-sealing, self-testing, Fiexible Cap CARLISLE JAR.

THE REPEATING LIGHT. PRICE, 75 CENTS.

PATENT ICE CREAM FREEZERS

CHARLES BURNHAM & CO.,

NO. 119 SOUTH TENTH STREET, Corner of Sansom

RENCH STEAM

SCOURING.

ALBEDYLL MARX & CO., NO. 139 SOUTH ELEVENTH STREET

AND

NO. 510 BACK STREET. 310mw DATENT MOSQUITO BAR.

JUST ISSUED.

EVERY FAMILY SHOULD HAVE ONE. Fertune to be made in every State. Call and see Can be manufactured very low,

STATE RIGHTS FOR SALE BY HOLLAND & HIBBS,

NO. 1981 BROWN STREET

WESTCOTT & CEORCE. SUCCESSORS TO PHILIP WILSON & CO.,

IMPORTERS AND DEALERS IN GUNS, PISTOLS RIFLES, CRICKET, AND BASE BALL IMPLEMENTS, FISHING TACKLE, SKATES, CROQUET,

ARCHERY, ETC., NO. 408 CHESNUT STREET
118m PHILADELPHIA,

GARDNER & FLEMING,

COACH MAKERS, NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Par-

ticular attention paid to repairing. 5 80 6m T. STEWART BROWN,

FOURTH and CHESTNUT ST TRUNKS, VALISES, and BAGS suitable for Europe

(Formerly at 708 CHESTNUT ST.) SLATE MANTELS. BLATE MANTELS are unsurpassed for Durability Beauty, trength, and Cheapness.

SLATE MANTELS, and Slate Work Generally J. B. KIMES & CO.,

COTTON AND FLAX,

SAIL DUCK AND CANVAS,

Of all numbers and brands,

Tent Awning, Trunk, and Wagon Cover Duck, Also,

Paper Manufacturers' Drier Feltz, from one to seven
feet wide; Panling, Belting, Sail Twine, etc.

JOHN W. EVERMAN & CO.,

No. 103 JONES Alley,

PATENT WIRE WORK FOR RAILINGS, STORE FRONTS, GUARDS, PARTITIONS, ET COAL SCREENS, FOURDRINIER WIRES, ETC Manufactured by MALKER & SONS, No. 11 N. SIXTH Street

PRIVY WELLS—OWNERS OF PROPERTY— The only place to get Privy Wells cleaned and disintected at very low prices.

A. PEYSON, Manufacturer of Poudrette 10) GOLDSMITH'S HALL, LIBRARY Street

PROPOSALS.

DROPOSALS FOR DREDGING U. S. Engineer Office, Harbor Defenses, No. 55 Second Street, Third Story, Baltimore, Md.

No. 55 SECOND STREET, Third Story,
BALTIMORE, Md.
Sealed Proposals will be received at this Office
antil Noon of THURSDAY, the lith inst., for
excavaling a channel way through a shoal near
iower end of upper part of old dredged channel
in the Susquehanna, below Havre de Grace.
The amount of matter to be removed is estimated not to exceed 10,000 cubic yards.
Proposals will be for actual amount of matter
removed and deposited, in accordance with
directions of Superintending Engineer.
The average haul will not exceed 1½ miles.
No hids will be considered except such as are
made after forms to be obtained from this
Office either by letter or personal application.
Bids will be opened at 12½ P. M. on the lith
day of July, 1867, in presence of such bidders as
may desire to be present.
The right is reserved to reject all or any of
the bids for any cause deemed sufficient by the
undersigned.
WILLIAM P. CRAIGHILL.

WILLIAM P. CRAIGHILL, Byt. Lt.-Ool, Major of Engineers

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD .-

NORTH PENNSYLVANIA RAJLROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch Chunk, Hazelton, White Haven, Wilk-sharre, Mahanoy City, Mount Carmel, and all polots in the Leitign, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.
NINE DAILY TRAINS.

On and after WEDNENDAY, May 8, 1897, Passenger trains leave the New Depot, corner Serks and American streets, daily (sundays excepted), as follows:—
At 7-6 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennuylvania Railroad, connecting at Bethlehem with Lenigh Valley Railroad for Allentown, Catasangua Slating on, Mauch Chunk, Weatherly, Jeansylie, Hazelton, Write Haven, Wilkesbarre, Kingston, Pitisson, and all points in Lenigh and Wyoming valleys: also, in connection with Lenigh and Mahanoy Paliroad, for Mahanoy City, and with Catawasa Railroad, for Ropert, Danville, Milton, and Williamsport, Arrive at Mivob Chunk at 1275 A. M.: at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passeing Bethlehem at 1755 P. M., for Eduton, and points on New Jersey Central Railroad to New York.

At 8-45 A. M.—Accommodation for Doylestown, stop-

and points on New Jersey Central Ralicoad to New York.

At 8-48 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Fassongers for Willow Grove. Hatboro, and Hartaville, by this train, take the stage at old York road.

At 10-18 A. M.—Accommodation for Fort Washington, stopping at Intermediate stations.

At 1 3- P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quakertown.

At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Harrsville, take stage at Abingt n: for Lemberville at Doylestown.

At 5 20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehign Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 5 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1120 P. M.—Accommodation for Fort Washington.

At 11:50 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9:15 A. M., 2:05 and 8:40 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 11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

at 8:40 P. M.

From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 11:50 A. M. and 3:05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:45 P. M.

Doylestown to Philadelphia at 7:20 A. M.

Bethlehem to Philadelphia at 7:20 A. M.

Bethlehem to Philadelphia at 7:20 P. M.

Fifth and Sixth Streets Passenger cars convey passengers 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 lowest rates of fare.

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office.

No. 105 S. FIFTH Street.

Florence.
At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 5, and 11:30 P. M., for Fish House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT

MII leave as follows:—
At II A. M., 430 P. M., and 12 P. M., (night), via Kensington and Jersey City, New York Express Lines, Fare, 83.
At 8, 19:15, and 11 A. M., 230, 3:30, 4:30, 5, and 12 P. M., for Trenton and Bristol.
At 8 and 10:15 A. M., 230, 5, and 12 P. M., for Morrisville and Tullytown. At 8 and 10 15 A. M., 230, 430, 5 Mand 12 P. M., for

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. noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Peonsylvania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows: follows:— At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamton Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

etc. etc.
At 8 A. M. and 3'30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 3'30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta Lines from West Philadelphia Depot, via Connect-ing Railway, will leave as follows:— At 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25. The 6 30 P. M. Line will run daily. All others, Sun-days excepted. WM. H. GATZMER, Agent. days excepted, June 3d, 1867.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
Commencing MONDAY, July 8, 1867, Trains will
leave Depot, corser BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted)
for Battimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for
Crisfield and intermediate stations.
Express Train at 1150 A. M. (Sundays excepted) for
Baltimore and Washington.
Express Train at 310 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymout, Wilmington, Newbort, Stanton, Newark, Elikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 1100 P. M. (daily) for Baltimore and
Washington, Connects at Wilmington (Saturdays
excepted) with Delaware Railroad Line, stopping at
Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South,
Passengers for Fortress Mource and No-folk via
Baltimore will take the 1150 A. M. Train. Via Crisfield will take the 1150 A. M. Train.
Wilmington.

Leave Philadelphia at 12:30, 2:00, 4:30, 6:00, and 11:30 DHILADELPHIA, WILMINGTON AND BAL-

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:20 2:00, 4:30, 6:00, and 11:30 (faily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train rous to New Castle.

Leave Wilmington 6:30, 7:15 and 8 A. M., 5:00 and 8:30 (faily) P. M. The 7:15 A M. Train will not stop at stations between Chester and Philadelphia, FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail, 9:35 A. M., Express, 2:15 P. M., Express, 6:36 P. M., Express 5:30 P. M., Express 5:30 P. M., Express 5:30 P. M., Express for Philadelphia and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickess to all points West, South, and Southwest, may be procured at the Ticket Office. No. 823 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this office can have their baggage checkedi at their realgence by the Union Transfer Company.

481

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

day. On and after SATURDAY, June 23, 1867, trains will leave VINE Street Ferry, as tollows:—

BUNDAY MALL TRADES AND A. M., and Allantic at Leaves Vine street at 730 A. M., and Allantic at 46 P. M.
Fare to Atlantic St. Hound Trip Tickets, good only for the day and train on which they are issued, St.
Tickets for sale at the Office of the Philadelphia Local Express Company, No. 525 CHESNUT Sirest and at No. 525 CHESNUT Sirest and at No. 525 CHESNUT Sirest and at No. 525 CHESNUT Sirest, will call for baggage in any part of the city and suburbs, and check to noted or cottage at Atlantic City.

D. H. MUNDY,

Agent,

RAILROAD LINES,

READING RAIL BOAD GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS, SUMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following the company of the c

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stationa
Returning, leaves Reading at 6:30 P. M., arriving in
Philadelphia at 9:10 P. M.

Philadelphia at 9'10 P. M.

MURNING EXPRESS,
At 9'15 A. M. for Beading, Lebanon, Harrisburg,
Pottaville, Pinegrove, Tamaqua, Sunbury, Williamport, Elmira, Rochester, Niagars Falls, Buffalo,
Allentown, Wilkesbarre, Pittston, York, Carlisto,
Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Baliroad trains for Allentown, etc., and the
Lebanon Valley train for Allentown, etc., and the
Lebanon Valley train for Allentown, etc., at PURT
CLINTON with Catawinsa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Comberland Valley
and Schuylkill and Susquehanna frains for Northumberland, Williamsport, York, Chambersburg, Pine
grove, etc.

and Schuyikili and Susquehanna frains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Ballroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at 6:20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 2:40 A. M., Beturning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:55 P. M.

in Pottstown at 8:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:20 A. M., stopping at all way
stations, arriving at Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:50 P. M.; arrives
in Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg
at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadeldelphia at 6:45 P. M. HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at 4-16 P. M. Connecting at Reading with Atternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-10 P. M. delphia at \$10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 31 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M., trains from Philadelphia, returning from Downingtown at 5:10 A. M. and 1:00 P. M.

Philadelphia, returning from Downing town at 5 to A. M. and 1 '00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AN1

Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 1 '00 A. M. and 1 50 and 10 '06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, as 8 and 8 '45 A. M. and 9 P. M., passing Reading at 4 '4 and 5 '50 A. M., and 4 '9 and 1 '15 P. M., and arriving in New York at 10 '10 A. M., and 4 '40 and 5 '20 P. M.
Sleeping cars accompany these trains through between Jersey City and Pittsburg, without 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 VALLEY RAILROAD.

Trains leave Poltsville at 7 and 11 '30 A. M., and 7 '10 P. M., returning from Tamaqua at 7 '35 A. M. and 1 '40 P. M. S. HUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 7 '50 A. M. for Pinegrove and Harrisburg, and 1 '50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3 '20 P. M., and irom Tremont at 7 '85 A. M. and 5 '25 P. M.

Through first-class tickets and emigrant tickets to

TICKETS.
Through first-class tickets and emigrant tickets tall the principal points in the North and West an all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, 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 intermediate stations, by Reading and Pottstown Accoramodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

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

Good for 2000 miles between all points, \$52.50 each for iamiles and firms.

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

CLERGYMEN

Residing on the line of the road will be full shed cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

cards entitling themselves and wives to tickets at half fare.

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 CALLOWHILL Streets.

FREIGHT.

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 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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 2 15 P. M.

4 83

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
On and after MONDAY, June 24, 1867. Trains win
leave Depot, THIRTY-FIRST and CHESNUT Streets,
as follows:—
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M. 2'30 P. M., 4'15 P. M., 4'50 P. M., 7'00 P. M., and
10'30 P. M.
Leave West Chester for Philadelphia, from Depot
on East Market street, at 6'15 A. M., 7'15 A. M., 7'30
and 10'45 A. M., 1'55 P. M., 4'50 and 6'50 P. M.
Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junetion and Media only.
Leave Philadelphia for Media at 5'30 P. M.
Leave Media for Philadelphia at 6'40 P. M., stopping
at all stations.
Passengers to or from stations between West Chester and H. C. Junction going east, will take trains

Leave Media for Philadelphia at 6:40 P. M., stopping at all stations.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:5 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camder and Amboy RB. office, at Wainut street wharf, passing out Wainut street to the depot.

Leave Philadelphia at 8:0 A. M. and 2 P. M.
Leave West Chester at 7:45 A. M. and 8 P. M.
City Passenger cars, on Markot street, will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P.
M., connect at B. C. Junction with trains on P. and B.
C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundared dollars unless a special contract is made for the dame.

4 1% General Superinter

ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest.

On and after JULY s, trains will leave Depot Philadelphis, Wilmiegton, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points, For tickels and information inquire at Offices, Nos.

41 and 82 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue, [7 1 3m H. V. TOMPEINS, General Agent Norfolk, Va. C. J. TROWBRIDGE, General Passenger Agent.

C. J. TROWBEIDGE, General Passenger Agent.

PAST FREIGHT LINE, VIA NORTH PENNBYLVANIA RALLROAD, to Wilkesbarre, Mabandy City, Mount Carmel, Centralia, and all points
on Lenigh Valley Rairoad and its branches.

By new arrangements, perfected this day, this road
is enabled to give increased despatch to merchandise
consigned to the above-named points.

Grods delivered at the Through Freight Depot.
S. E. Cor, of FRONT and NOBLE Streets,
before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahandy City, and the other stations in Mahanoy and Wyoming Valleys, before 11 A. M. of the succeding day.

ELLIS CLARK.
Agent.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 22, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphis, footor Market street (upper farry), at 7 A. M.
Returning leave Cape Island at 5 F. M., stopping at
principal Stations only.
Fare. 200. Excursion Tickets, \$4.00. Good this day
and train only.
WILLIAM I. SEWELL. WILLIAM J. SEWELL.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILBOAD.

The trains of the Pennsylvania Central Railboad.
The trains of the Pennsylvania Central Railroad leave the Depot, at Thillet Y-Pirist and Market Streets, which is reached directly by the care of the Market Street Passenger Railway. Those of the Conenut 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.

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transler Company will call for and deliver buggage at the Depot, Orders left at No. and Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ. MSII Train.
Paoli Accommodation, No. 1.
Fast Line and Eric Express
Paoli Accommodation, No. 2.
Harrisburg Accommodation
Laucaster Accommodation.

Pacif Accommodation
Parkesburg Train
Lancaster Train
Fast Line and Eric Express.
Paul Accommodation, No. 2. Paoli Accommodation, No. 8..... Paoli Accommodation, No. 8.....

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa

General Superintendent, Altoona, Pa.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, July 2, 1867.
9-60 A. M. Morning Mail.
3-60 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.
6-20 A. M. Morning Mail.
5-60 P. M. Cape May Express.
Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.
Through tickets at this office can have their baggage checked at their residences.
An additional Fast Express train will be added on Saturday, July 18, leaving Philadelphia at 4-60 P. M.; returning, leave Cape Island at 9-60 A. M.
The SUNDAY MAIL and PASSENGER TRAIN leave Philadelphia at 7-60 A. M., returning leave Cape Island at 3-60 P. M.
WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, July 2, 1867.
8-70 A. M. Morning Mail, for Bridgeton, Saiem, Milville, Vincland, and intermedate stations.
9-70 A. M. Cape May Accommodation.
S-30 P. M. Grigeton and Salem Passenger,
6-70 P. M. Woodbury Accommodation.
Cape May Freight Leaves Camden at 12 M.
West Jersey Freight Train leaves Camden at 12 M.
(noon),
Freight will be received at Second Covered Wharf (noon).
Freight will be received at Second Covered Wharf
below Walnut street, from 7-00 A. M. until 5-00 P. M.
Freight received before 9-00 A. M. will go forward the

ame day. Freight Delivery, No. 228 S. DELAWARE Avenue. 7 2 If WILLIAM J. SEWELL, Superintendent. PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 35, 33, 4, 8, 5, 35, 6 10, 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, 45, 6, 55, 7, 8, 9, 10, 11 P. M.
The 8 20 Down Train and 84 and 52 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 94 A. M. 2, 7, 10% P. M.
Leave Germantown 8% A. M. 1, 6, 94 P. M.
CHESNUT HILL RAILEOAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3M, 6M, 7, 9 and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 340, 540, 540, 840, 840, and 1040 P. M.
Leave Philadelphia 95, A. M. 2 and 7 P. M.
Leave Philadelphia 95, A. M. 2 and 7 P. M.

Leave Chesnut Hill 750 A. M. 1240, 540, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M. 1½, 2,
6½, 5½, 6½, 8:05, and 11½ P. M.
Leave Norristown 5 40, 7, 7:50, 9, and 11 A. M. 1½, 3,
1½, 6½, and 8½ P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 230 and 7-15 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 11-6 A. 25, 1½, 3, 45, 55, 65, 83, 95, and 11½ P. M.
Leave Manyunk 6-10, 7%, 8-20, 9%, and 11½ A. 24, 2
3%, 5, 65%, 6, and 10½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 6 and 9½ P. M.
Leave Manayunk 7% A. M. 6 and 9½ P. M.
W. S. WILSON, General Superintendent.
3 Depot. NINTH and GREEN Streets.

DHILADELPHIA AND ERIE RAILROAD,-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 Erie Railroad will run as follows:—

PHILADELPHIA AND BALTIMORE CENTRAL, RAILHOAD.—Summer Arrangementa. On and aker BATURDAY, June 1, 1807. Trains will leave Philadesphia, from the Depot of the Wess Chester and Philadesphia Railroad, corner of THIBTY FIRST and CHESNUT Streets (West Philadelphia), at 715 A. M., and 450 P. M.

Leave Bising Sun at 5-15 and Oxford at 608 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 115 A. M., Oxford at 1200 M., and Kennett at 1700 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave: Philadelphia at 200 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7-15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Rottom to connect at Oxford with the Atternoon Train for Philadelphia.

The Train leaving Philadelphia at 4-50 P. M. runs to Rising Sun, Md.

Passengers are west to take wearing apparel only, as baggage, and the Computy will not in any case be responsible for an amount acceptant one hundred deliars, unless a special contract be suns to the same, 5111

912 -ARCH STREET. - GAS FIRTURES CHANDELLERS, BRONZE STATUARY ETC. -VANKIRK & CO. would respectfully discrete attention of their friends and the poblic generally, to their farry and elegant assortment of GAS FIXTURES, CHANDELLERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give the a call before lurchasing elsewhere.

N. H.—Solied or larnished fixtures refinished with special care and at reasonable prices.

221 cm

PHILADELPHIA SUBGECES
BANDAGE INSTITUTE, No. 14 N.
EVELETT, along thirty years' practical experience
quarantees the skillon adjustment of his Premium
Patent Graduating Pressure Trues, and a variety of
others. Supporteers, Elastic Stockings. Shoulds
Braces, Crutches. Euspenders, etc. Ladler americ
ments conducted by a Lady,

520