INTERESEING ITEMS.

FURTHER PARTICULARS ABOUT THE MARYELOUS Boy .- As might have been expected, the statement in our columns a few days since concerning a boy in this city possessed of the mar-veilous faculty of appearing in two places at one time, has been received with a limited degree of credulity by a number of readers. We did not youch for the truth of the article, and only made public a narrative that we had from others. Many persons have addressed us inquiries concerning the boy, and one gentleman, whose letter we give in full, stated a similar circumstance of a lady with whom he was personally acquainted.

Yesterday we received a visit from Mr. Enlow, of Sangamon county, Ill., who confirms some of the startling statements which we have already made. He says the boy (whose name we must still withhold out of respect to the earnest wishes of his parents) was seen at his house several times during three days in April last, at which time his parents assert solemnly that he was at home in this city, and momentarily expected to die. In one instance he was seen walking in the road near the house. A little girl who knew him, thinking he had suddenly come on a visit, ran out to meet him, but returned in a few minutes, saying he had disappeared, and that she had seen a ghost.

Mr. Enlow, uncle of the youth, further informs us that on last Sunday evening, while sitting in a private chamber conversing with the parents, the boy entered the room as if in perfect health, and walked up to the table in presence of them all. The mother almost fainted, and rushing into the next room, found her boy in a violent spasm. He is daily wasting away, and cannot long survive. The writer has had an interview with the family and has seen the boy, together with a number of gentlemen in this city, who will vouch for these statements.

A few facts concerning his history may be of interest to superstitious persons and those fond of the wonderful. His mother states that he learned to talk with difficulty, and has always been strangely abstracted in manner, and yet in all other respects he is not unlike any other child. Two years ago he was drowned in a pond while playing with other children, was brought out of the water and restored to life after having been dead eight minutes. In his birth there is nothing mysterious. He is not the "seventh son of a seventh son," nor anything of the sort. He is simply flesh and blood.—St. Louis Republican.

ARE THERE CHANGES IN THE MOON ?- The last number of Silliman's Journal sums up the observations upon the supposed changes in the moon:- "In the centre of the bright spot which covers the former crater 'Linne' there appears a minute black point, indicating a crater of about 600 yards diameter. The original crater appears to have been a deep one, and about 10,000 yards in diameter. This small crater was so plainly visible as to have been noticed (independently, as it would seem) by Dr. Schmidt at Athens, by P. Secchi at Rome, and by Professor Lyman at New Haven. It was detected here three days after the sun had risen over the horizon of 'Linne, and when the sun was therefore 30 deg. or 35 deg. high upon it. These observations show that any change which has taken place is not in the nature of a development of a cloud, but imply rather that the old crater has been filled up by an eruption from the small one now visible. According to Professor Respighi of Rome, the western margin of the small crater in 'Linne' is higher than the eastern, and was even visible as a bright point just before the sun arose upon the crater. He thinks that the historical evidence is not sufficient, however, to prove beyond doubt that a change has taken place. Schmidt states that numerous and careful observations made during the four lunations, both in the waxing and the waning moon, prove that 'Linne,' under no direction of the sun's light, can now be seen as a normal crater. Mr. Flammarion, at Paris, observing carefully the place of 'Linne' immediately after the rising of the sun upon it, could not detect the least shadow either within or without the position of the former crater. The fact that the height of the mountain was never given by the early observers he adduces as proof that it did not then have great altitude above the surrounding plain. Watching the

place of 'Linne' before the sun rose upon it, he saw no light." A SOLEMN WARNING .- The Wynn-Vinton case, now pending in the New York Courts, conveys a solemn warning to American women in Paris who depend upon American men at home for the means of seeing the wonders of Enrope, or mingling in expensive continental society. Miss Wynn, the ward of Dr. Vinton, writes to him that her allowance from the estate of her late father is wholly insufficient to cover her expenses; that she is engaged in a wretched struggle; that if she continues poor she will be "compelled to work for her living, and "does not much care what she does, for money must be made somehow." The guardisn shows that the outgo was at the rate of six thousand dollars in sixteen months, and that horseback riding alone cost his ward twelve hundred dollars a year, and contends that this expenditure is extravagant, and not provided for in the will of which he is an executor. Further, he replies to the letter of complaint that if a sojourn in Paris, and "the entrée to the best society and the Court circle," involve such ruinous outlays, his ward should "retire to Jersey, or some part of the world where she will escape the temptation of spending money." It is not quite clear whether or not the doctor regards "Jersey" as a foreign region, but his advice is, nevertheless, applicable to sundry lavish Americans, male and female, who spend money like water in Paris. To enjoy a foreign trip it is not necessary to live in the most expensive cities, although fashionable women often consider it indis-

THE BABY .- Who knows not the beautiful group of babe and mother, sacred in nature, now sacred also in the religious associations of half the globe? Welcome to the parents is the puny struggler, strong in his weakness, his little arms more irresistible than a soldier's, his lips touched with persuasion which Chatham and Pericles in manhood had not. The small despot asks so little that all Nature and Reason are on his side. His ignorance is more charming than all knowledge, and his little sins more bewitching than any virtue. All day, between his three or four sleeps, he coos like a pigeon-house, sputters and spurns, and puts on his faces of importance; and when he fasts, the little Pharises falls not to sound his trumpet before him. Out of the blocks, thread-spools, cards, and checkers, he will build his pyramid with the gravity of Palla-With an acoustic apparatus of whistle and rattle he explores the laws of sound. But chiefly, like his senior countrymen, the young American studies new and speedier modes of transportation. Mistrusting the cunning of his small legs, he wishes to ride on the necks and ahoulders of all flesh. The small enchapter nothing can withstand-no senority of age, no gravity of character; uncles, aunts, cousins, grandaires, grandames-all fall an easy prey; he conforms to nobody, all conform to him; all caper and make mouths, and

babble and chirrup to him. On the strongest shoulders he rides, and pulls the hair of lau-reled heads.—R. W. Emerson.

A VIRGINIA "BIRD,"-The fashionable amusement just now in Virginia, according to a Lynchburg paper, is "shooting bats." "A sharp fusillade," it says, "is opened every afternoon on this feathery tribe, from the summits of the hills. The birds are very numerous, and are said to eat well." To call the bat a "bird," and speak of it as "feathery," is about equal to the Irishman, who, on being stung by a bee, exclaimed:—"'Tis a purty bird, but how het its little fut is!" The assertion that the bat "eats well" is valuable, however, as being thr first trustworthy information on record as to the appetite of that winged reptile. The Lynchburg journal further asks:-"Can some one inform us where all the bats stay in the daytime, and are bats and whip-po-wills the same thing?" The fact is that the so-called "bat" of Virginia is not a bat at all, but the bird known as the nighthawk. It belongs to the swallow family, and is also a connection of the whip-poor-(not "po") will. It bears no resemblance whatever to the bat proper, except a certain similarity in its manner of flight. The Virginia gentlemen may be great sportsmen, but they are evidently not well up in their ornithology.

DICKERS' VISIT .- The London Star says that Mr. Dickens objected to be hampered by business trammels of any kind in case of a new visit to the United States, and, therefore, sent out his own agent, Mr. George Dolby, to "investigate the conveniences and practicabilities of the scheme. Mr. Dolby will conclude no arrangement whatever, but will return to England with his report, by which Mr. Dickens' future movements as regards America will be governed." It is understood that Mr. Dolby is inclined to make a favorable report.

#### LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK.
44, 54, 64, 2, 2%, 3, and 4 inch
CHOICE PANEL AND ist COMMON, 16 feet long.
44, 64, 64, 2, 2%, 3, and 4 linch
WHITE PINE, PANEL PATTERN PLANK,
LARGE AND SUPERIOR STOCK ON HAND,

1867. BUILDING! BUILDING! 7 -BUILDING! BUILD

BUILDING!
LUMBER! LUMBER! LUMBER!
4-CAROLINA FLOORING.
5-CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
5-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK,
PLASTERING LATH.

1867.—CEDAR AND CYPRESS
SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
NO. 1 CEDAR LOGS AND POSTS, -LUMBER FOR UNDERTAKERS

1867. LUMBER FOR UNDERTAKERS! 1867. —ALBANY LUMBER OF ALL KINDS SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS.

1867. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS. 1867.—SPRUCE JOIST! SPRUCE JOIST!

FROM 14 TO 22 FEET LONG.

SUPERIOR NORWAY SCANTLING.

MAULE, BROTHER & CO.,

No. 2500 SOUTH STREET,

U. S. BUILDERS' MILL. NOS. 24, 26, AND 28 S. FIFTEENTH ST., ESLER & BRO., Proprietors.

Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, Neweis, Balusters, Bracket and Wood Mouldings.

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 124

#### C. PERKINS,

LUMBER MERCHANT, Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment of Building Lumber.

# ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS,—NEAFIE & LEVY! PRACTICAL AND THEORETICAL ENGINEERS, MACHINIS'IS, BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many yeare been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Bollers, Watea Tanks, Propellers, etc. cespectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Eoilers, of the best Pennayl-vania charcoal tron. Forgings of all sizes and kinds: Iron and Brass Castings of all descriptions; Roil Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for

anteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. sic., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,

BEACH and PALMER Streets,

J. VAUGHAN MERRICK, WILLIAM R. MERRICK JOHN E. COPE.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA.

MERRICK & SONS, ENGINEERS AND MACHINISTS, MAINTACTURE High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. tailroad Stations, etc. Retorts and Gas Machinery, of the latest and most inproved construction.

Every description of Plantation Machinery, and eggar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

Eole Agents for N. Billeox's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine. BRIDESBURG MACHINE WORKS

No. 65 N. FRONT STREET, We are prepared to all orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLS,
Including all recent improvements in Carding, Spin
ning, and Weaving.
We invite the attention of manufacturers to our extensive works. ALFRED JENES & SON,

#### LEGAL NOTICES.

IN THE DISTRICT COURT FOR THE CITY IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

EDMOND J. GODOWN to the use, vs. JAMES L.

MOSEOS, Ven. Ex. June Term, 1867. No. 188.

The undersigned appointed to distribute the fond arising from the Sheriff's sale in the above case of all that certain two-story brick store and dwelling-bruse and lot whereon the same is exected, situate on the northwest corner of Haveriord and Somerset streets, Twenty-fourth Ward. Philadelphia, containing in frent on Haverford street 25 feet, and in depth lie feet, will attend to the duties of his appointment on MON-DAY. September 16, 1867, at 4 o'clock P. M. at his cinces, No. 120 S. FIFFH Street, in the city of Philadelphia, when and where all parties interested must make their claims, or they will be debarred from coming in ou said taud.

D. P. BEGWN, JR.

Auditor.

## RAILROAD LINES.

READING RAILROAD
FROM PRILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUBQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1877.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets Philadelphia, at the following hours: DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnot and Walnut Streets Railway run within one not and walnut Streets Railway run within one square at it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

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

Agents of the Union Transier Company will call for and deliver baggage at the Depot. Orders left at No. 201 Chemnut street, or No. 1 South Eleventh street, will Leaving the Company's Depot, at Thild State and Callow Hill Streets Philadelphia, at the following hours—
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.

MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niasara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Haerisburg, etc., at PORT CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuyikili and Susquebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 2:30 P. M., for Reading TRAINS LEAVE DEPOT, VIZ.-

Mail Train
Paoli Accommodation, No. 1.
Fast Line and Eric Express.
Paoli Accommodation, No. 2.
Harriaburg Accommodation. Cincinnati Express...... il Accommodation, No. 3..... dalit, except Sunday,
The Western Accommodation Train runs daily,
except Sunday, For full particulars as to fare and
accommodations, apply to FRANCIS FUNK, Agent, No. 127 DOCK Street TRAINS ARRIVE AT DEPOT, VIZ.:-

Erie Mafl.
Paoli Accommodation. No. 1.
Parkesburg Train.
Lancaster Train.
Fast Line and Erie Express.
Paoli Accommodation, No. 2.
Day Express.
Paoli Accommodation, No. 3.
Harrisburg Accommodation analytic for purcher information analytic. 

forence, At 5 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M., for Edge-vater, Riverside, Riverton, and Falmyra. At 5 and 10 A. M., 1, 4, 6, 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

Will leave as follows:— At 11-A, M., 4'30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. sington and Jersey City, New York Express Lines, Fare, \$5.

At 8, 19715 and 11 A. M., 2°80, 3°80, 4°30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10°15 A. M., 2°30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10°15 A. M., 2°30, 4°30, 5. and 12 P. M., tor Scenences.

At 8 and 10 15 A. M., 230, 430, 5. and 12 P. M., for Scneacks.

At 10 15 A. M., 230 and 5 P. M., for Eddington.

At 730 and 10 15 A. M., 230, 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.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamion. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc., etc. etc. etc.
At 8 A. M. and 3'30 P. M. for Beividere, Easton,
Lambertville, Fiemington, etc.
The 3'30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Stations.
Lines from West Philadelphia Depot, via Connecting Railway, will leave as tollows:—
At 1:40 A. M., and 1:20 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3:25.
The 1:30 A. M. and 6:30 P. M. Lines will run daily.
All cinera, Sundays excepted.
July 15, 1867.
WM. H. GATZMER, Agent.

OR CAPE MAY BY RAILROAD, FROM FOR CAPE MAY BY RAILROAD, FROM foot of MARKET street (Upper Ferry).

Commencing TUESDAY, September 3, 1867.

1-00 P.M. Cape May, Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

1-00 A. M. Morning Mail.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7-700 A. M., returning leaves Cape Island at 5-00 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company. Camden, N. J.

Through tickets can be procured at No. 828 Cheenut street (under the Continental Holel). Persons purchasing tickets at this office can have their baggage checked at their residences. WEST JERSEY RAILROAD LINES,

rom foot of MARKET Street (Upper Ferry),
Commencing TUESDAY, September 3, 1857.

850 A. M. Morning Mall, for Bridgeton, Satem,
Millylie, Vineland, and intermediate stations.

850 P. M. Bridgeton and Salem Passenger,
650 P. M. Woodbury Accommodation,
Cape May Freight leaves Camden at 950 A. M.
West Jersey Freight Train leaves Camden at 1150
A. M.

A. M.
Freight will be received at Second Covered Wharf
below Walnut street, from 7-00 A. M. until s-00 P. M.
Freight received before 9-00 A. M. will go lorward the
same day.
Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 M. WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILBOAD,

TIME TABLE, On and after Wednesday, May 1, 1867. FOR GERMANTOWN. 

. M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11°95 A. M. 1%, 2, 5%, 6%, 8% and 11% P. M. Leave Norristown 5°40, 7, 7%0, 9, and 11 A. M. 1%, 2,

Leave Norristown 540, 7, 750, 9, and 11 A. M. 1½, 3, 4½, 6½, and 8½ P. M.

ON SUNDAYS,

Leave Philadelphia 9 A. M., 250 and 715 P. M.,

Leave Norristown 7 A. M., 530 and 9 P. M.,

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11% A. M. 1½, 3, 4½, 5½, 6½, 850, 9½, and 11½ P. M.

Leave Manyunk 610, 7½, 820, 9½, and 11½ A. M. 2

3½, 5, 6½, 9, and 10½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M. 2½ and 7½ P. M.

Leave Manayunk 7½ A. M. 6 and 9½ B. M.

W. S. WILSON, General Superintendent.

3 Depot, NINTH and GREEN Streets.

PHILADELPHIA AND ERIE RAILBOAD,-SUMMER TIME TABLE.

Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, and the Great
Oil Region of Pennsylvanta.

ELEGANT SLEEFING CARS on all Night Trains,
On and after MONDAY, April 29, 1887, the trains on
the Philadelphia and Eric Railroad will run as

Mail Train leaves Erie.

" leaves Williamsport......
" arrives at Philadelphia..... 

NORTH PENNSYLVANIA RAILROAD .-

THE MIDDLE ROUTE PROFISE and most direct route to Betolehem, Alientown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUM HER ARBANGEMENT.

NINE DAILY TRAINS.

On and after WEINESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—A47.48 A. M.—Mortonig Express for Bethlehem and Principal Stations on North Pennsylvania Haliroad, connecting at Bethlehem with Lehigh, Valley Raliroad for Allentown, Catasandra Siatington, Mauch Chunk, Weatherly, Jeansville, Hazeiton, white Haven, Wilkesbarre, Kingston, Piteton, and all points in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Raliroad, for Mahanoy City, and with Catawasa Raliroad, for Mahanoy City, and with Catawasa Raliroad, for Report, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 1268 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, passing Bethlehem at 126 P. M., for Easton, and points on New Jersey Central Raliroad to New York.

At 248 A. M.—Accommodation for Doylestown, stopork. At 5 45 A. M.—Accommodation for Doylestown, stop

I Leaves Philadelphia at 3-30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Hailroad trains for Columbia, sic.

POTTSTOWN ACCOMMODATION
Leaves Pottsiown at 6-20 A. M., atopping at Intermediate Stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 6-30 P. M.; arrives in Pottstown at 8-40 P. M.

Leaves trading at 7-50 A. M., stopping at all way stations, arriving at Philadelphia at 6-30 P. M.; arrives to Reading at 7-50 A. M., stopping at all way in the property of the potts of the property of the potts of the property OWN.
At 245 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
stopping at Poylestown for New Hope: at North Wales
for Sunneytown.

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arrivingin Philadelphia at 1:145 moon for Pottsville and all way stations. Leaves Pottsvilleat 7:00 A. M. for Philadelphia at 1:145 moon for Pottsville and all way stations. Leaves Pottsvilleat 7:00 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:28 P. M.

CHESTER VALLEY RAILROAD.

RAILROAD LINES,

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 6:10 A. M. and 1:00 P. M. Philadelphia, returning from Downingtown at 8:10 A. M. and 1:00 P. M.
M. and 1:00 P. M.
NEW YORK EXPRESS FOR PITTSBURG ANI
THE WEST
Teaves 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, Chicaco, Whitamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on ar
rival of the Pennsylvania express from Pittsburg, at
3 and 8:45 A. M., and 9 P. M., passing Reading at 4:4
and 10:20 A. M., and 4:20 and 11:15 P. M., and arriving
in New York at 10:10 A. M., and 4:40 and 5:20 P. M.
Sieepingcars accompany these trains through between
Jersey City and Pittsburg, without change.
A mail train for New York leaves Harrisburg at 2:16
P. M., Mail train for Harrisburg leaves New Yorl
at 12 M.

R. M. Mai trans.

BCHUYLKILL VALLEY BAILBOAD.

Trains leave Poteville at 7 and 11 30 A. M., and 7 a.

P. M., returning from Tamaqua at 7:35 A. M. and 1 w. P. M., returning from Tanaque and 4'15 P. M., S. HUYLKILL AND SUSQUEHANNA RAILROAL 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 2'20 P. M., and from Tremont at 7'35 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 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 Accommodation 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

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.

SEASON TICKETS,

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 furnished 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. 50 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, Lebauon, Harrisburg, Pottsville, 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 2 15 P. M.

W EST CHESTER AND PHILADELPHIA
SUMMER ARRANGEMENT.
On and alter MONDAY, June 24, 387, Trains win
leave Lepot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at., a. M.,
11 A. M., 230 P. M., 415 P. M., 430 P. M., 700 P. M. and
1670 P. M.
Leave West Chester for Philadelphia, from Depo
on East Market street, at 676 A. M., 775 A. M., 720
and 10745 A. M., 135 P. M., 450 and 650 P. M.
Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at R. G. Junetion and Media only.
Paissengers to or from stations between West Chester and R. C. Junction going east, will take train
leaving West Chester Bt 775 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
transfer at R. C. Junction.
Leave Media for Philadelphia at 676 P. M.
Stopping at all Stations.
The Market Street cars will be in waiting, as usual,

Leave Philadelphia for Media at 5-29 P. M.
Leave Media for Philadelphia at 6-26 P. M.
Stopping at all stations.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down Chemut street, past the principal hotels and the Camden and Amboy RR. office, at Wainut street wharf, passing out Wainut street to the dapot, ON SUNDAYS.

Leave Philadelphia at 250 A. M. and 2 P. M.
Leave West Chester at 7-50 A. M. and 5 P. M.
The cars on Market street will connect with all Sanday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaven Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving West Chester at 7-50 A. M. and 4-30 P. M., und leaving West Chester at 7-50 A. M. and 4-30 P. M., connect at R. 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 hundred dollars, unless a special contract is made for the General Superintendent,

DHILADELPHIA AND BALTIMORE CENTRAL RAPLEOAD,—Summer Arrangements, On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West (hester and Philadelphia Railread, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 450 P M.
Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 3:25 P. M.
A market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11:15 A. M., Oxford at 12:00 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 7:15 A. M. connects at 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, Jeaves Peach Bottom to connect at Oxford with the Afternoon Train leaving Philadelphia.
The Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.
Passengers allowed to take wearing apparel only, as baggase, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, of the NESTER CONTEST of MICHOLD IN INC. THILADELPHIA AND BALTIMORE CEN

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltis nore Railroad, BROAD deiphia, Wilmington, and Baltishore Railroad, BROAD Street and WASHINGTON Avonue, at it P. M., connecting closely with Express to ains for the principal cities South, including Wilming ton, N. C., Goldsboro Newbern, Charleston, Savanna, I., Raleigh, Chgriotte, Columbia, Macon, Augusta, Montgomery, Mobile New Orleans, and intermediate roints.

For tickets and information in pure at Offices, Non-til and 22 CHENNUT Street, or at Depot. BROAD bitest and WASHINGTON Avone.

H. V. TOMPKINS, General gent, Norfolk, Va. C. I. TROWERIDGE, General Passonger Agent.

#### RAILROAD LINES.

At 8-46 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10-15 A. M.—Accommodation for Fort Washington, stopping as intermediate stations.

At 12 P. M.—Express for Beshiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Munt Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

tage at Doylessown. for New Hope: at North Wales for Sumneytown.

At 4 P. M.—Accommodation fo. Doylestown, stopping at all intermediate stationi. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington: for Lumberville at Doylestown.

At 5 2 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennaylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6 2 P. M.—Accommodation for Lausdale, stopping at all intermediate stations.

At 11 2 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiebem, at 915 A. M., 205 and 840 P. M.
205 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Eastos at
1120 A. M. arrive in Philadelphia at 205 P. M.
Passengers leave Wilkesbarre at 130 P. M., connect
at Bethiebem at 615 P. M., and arrive in Philadelphia

at 8-th ehem at 6-15 P. M., and arrive in Philadelphia 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 11-20 A. M. and 3-05 P. M.
ON SUNDAYS.
Philadelphia for Boblehem 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.
Fifth and Sixth Sireets 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.
Ticacts must be procured at the Ticket Office in order to ecure the lowest rates of fare.

ELLIE GLARK, Agent.
Tickets sols. and Baggage checked through to prin-Tickets soil and Bagage checked through to principal points at hiann's North Pennsylvania Bagage Express Office,

No. 105 S. WINTER STATES

No. 105 S. FIFTH Street.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILEOAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains we leave Depot, corner BROAD Street and WASE INGTON Avenue, as follows:—
Way Mail Train at 820 A. M. (Sundays excepted for Battimore, stopping at all regular stations. Cosnecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 1100 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 1100 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolis, 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, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Nortolik, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1130 A. M. Train. Via Crisfield will take the 1130 A. M. Train.

Wilmington.

Leave Philadelphia at 1230, 250, 420, 630, and 1126 (Mally P. M. The 420 P. M. Train, connects with

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'30, 2'00, 4'20, 6'00, and 11'20 (daily) P. M. The 4'20 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6'09 P. M. Train runs; to New Castle.

Leave Wilmington 6'29, 7'15 and 8 A. M., 4'00 and 6'59 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia;

FROM BALTIMOKE 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.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8'36 P. M., stopping at Havre de-Grace, Perryville, 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 passenger from Washington or Baltimore, and Southwest, may be procured at the Ticket Office, No. 8'28 CHESNUT Street, under the Continental Hotel, where also state-rooms and bertus in sleeping cars can be secured during the day. Persons burchasing tickets at this office can have their baggage discked at their residence by the Union Transper Company.

48'

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent,

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

On and after MONDAY, September 2, 1887, trains will leave VINE Street Ferry, as follows:— Freight, with Passenger Car attached.......9'15 

SUNDAY MALL
Leaves Vine street at 7:30 A. M., and Attack
4:40 P. M.
Fare to Atlantic \$2. Round Trip Tickets, good
only for the day and train on which they are tusued, \$3.
Tickets for sale at the Office of the Philadelphia
Local Express Company, No. 625 CHESNUT Street
and at No. 823 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 cottage
at Atlantic City

D. H. MUNDY,

TO PERSONS GOING OUT OF TOWN.

CALL AT SMITH'S, NO. 328 CHESNUT STREET And supply yourselves with

STATIONERY PORTIGIOS . TEURISTS WRITING DESES. DRESSING CARES

CHESSMEN, CHECKER BOARDS ETC. All kinds of Blank Books, Frieting, Stationery Pocket Books, Pocket Cutlery, etc fic., at very

greatly reduced prices. FRENCH STEAM

### SCOURING.

ALBEDYLL. MARX & CO.

NO. 182, SOUTH RELIVENTS STREET

to de , alo BACE STREET. Slomwi

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines Etc.

BO. 28 North WATER Street, and D. C. 21 North DELAWARE Avenue, FRILADELPIA.

EDWIN H FITLES, MICHAEL WEAVER, CONEAD F CICTRIE. 216

COTTON AND FLAX.

BAIL DUCK AND GANVAS,

Of sli numbers and brands.

Tent Awning. Trunk, and wascen Cover Duck, Also,

Paper Manufacturers Drier Fechs num one toseven
feet wide; Pauling. E. 177 San'l Weine etc.

601 F. W. EVERMAN & CO.

BO. 11: 200 Fr Alley

STEAM TO LIVERPOOL CALLing at Queenatown. The Inman Line, seding at Queenatown. The Inman Line, seding semi-weekly carrying the United States Malie.
CITY OF BOSTION. Saturday, September F.
CITY OF HALTIMORE. Saturday, September R.
CITY OF LONDON. Saturday, September B.
GITY OF LONDON. Saturday, September B.
And each succeeding Saturday and Wednesday, M.
nood, from Pier No. 5. North River.
RATES OF PASSAGE

By the mail steamer sailing every Saturday.
Payable in Gold. Payable in Currency.
First Cabin. Side Steerage.
To London. 105 To London. 5.
To Paris. 115 To Paris. 6.
Passage by the Wednesday Steamers, First Cabia.
Sider Steerage, 830. Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Remen, etc., at moderate raics.
Steerage passage from Liverpool or Queenstown, Stecurency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's
offices, No. 15 BROADWAY, N. Y.
S. Or No. 41 CHESNUT St., Philadelphia. SHIPPING

SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

JUNIATA, 1215 tons, Captain P. F. Hoxie.

JUNIATA, 1215 tons, Captain P. F. Hoxie.

TIOGA, 1875 tons, Captain J. F. Morse.

STAR OF THE UNION, 1675 tons, Captain T. H.

The TIOGA will leave for New Orleans on SATURDAY, September 7, from Pier 18 (second wharf below Spruce street).

The STAR OF THE UNION will leave New Orleans for this port September 7. The STAR OF THE UNION will leave New Or-leans for this port September 7.

Through bills of lasting signed for freight to Mobbe.
Galveston. Natchez, Vicksburg, seemphis, Nashville
Cairo, St. Louis, Louisville, and Cincinnata.

WILLIAM L. JAMES, General Agent.
CHAS. E. DILKES, Freight Agent.
4 12]

No. 314 S. Delaware avenue.
Agents at New Orleans, Creevy, Nickerson & Oc.

PHILADELPHIA, RICHMOND.

AND NORFOLK STRAMSHIP LINE.

AND NORFOLK STRAMSHIP LINE.

THROUGH AIR LINE TO THE SOUTH

AND WEST!

THROUGH REDAIPIS TO NEWBERN.

Also all points in North and South Caroline, via
Seaboard and Ronnoke Raliroad, and to Lynchburg.

Va., Tennessee and the West, via Norfolk, Peicisburg, South-Sido Raliroad, and Richmond and Danville Raliroad. or transfer of the most warf and remained and Danville Railroad.

The regularity, safety, and cheapness of this rosse
commend it to the public as the most desirable
medium for carrying every description of freight.

No charge for commission, drayage, or any expense
of transfer.

Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVISS.

W. P. PORTER, Agent at Richmond and Chy
Point.

T. P. CROWELL & CO., Agents at Norfolk.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE FOR SAVANNAH, GA.
TONAWANDA, SSE tons, Captain Ven. Jennings.
WYOMING SSE tons, Captain Jacob Test.
The steamship WYOMING will leave for the above port on Saturday, September 7, at 8 o'clock & M., from Pier 19 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Rastroad.
WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent,
NO, 814 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

HAVANA STEAMERS. SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL 

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET.
AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCUTLAND, AND WALES.
For particular apply to For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 26 SOUTH Street, and No. 23 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMFAN Y'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Thursday, September 5, at 8 o clock A. M., from Pier 16 (second wharf below Sprace street).
Bills of lading signed at through and reduced rates to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.
WILLIAM L. JAMES, General Agent,
4 12
No. 314 S. Delaware avenue,

NEW EXPRESS LIBE TO Alexandria, Georgetown, and Washington, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Market street.

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetows.

M. ELDRIDGE & Co., Agents at Alexandria, Values.

OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTIMORE, via Chesapeake and Deswar, caim!
Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.
The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. Sendays excepted), Carrying-all description of Freight as low as any other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Farticular attention paid to the transportation of all description of Merchandise, Horses, Carriages.

For further information apply to
JOHN D. RUOFF, Agent,
5 16! No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELA-ware and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street.

Through in twenty four hours, 6100ds forwarded to all points, North, East, and West, free of commission.

Preight received at the lowest rates. Freight received at the lowest rates, WM. P. CLYDE & CO., Agents, No. 14 south Wharves.

JAMES HAND, Agent, No. 104 Wall street, New York, FOR NEW YORK. SWIFTSURE Transportation Company Despatch and swiftsure times, via Deiaware and swiftsure times, via Deiaware and saritan Canai, on and after the ligh of
march, leaving daily at 12 M, and 8 P, M., connecting
with all Northern and Eastern lines.

For freight, which will be taken on accommodating
terms, apply to

WILLIAM M. BAIRD & CO.,
No. 122 S, DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and caniker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ehlp-Carpenters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedi's
Patent aletalite Composition" for Copper paint, for
the preservation of vessels' bottoms, for this city, I am
prepared to furnish the same on reasonantle terms.

JOHN H. HAMMITT,
Kensington Screw Dock,

1 13 DELIAWARE Avenue, above Laurel street.

Kensington Screw Dock,
1 13 DELAWARE Avenue, above Laurel street. O12 ARCH STREET, —GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at vary reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere. purchasing elsewhere.

N. B.—Solled or tarnished fixtures refinished will special care and at reasonable prices.

22 6m

WANKIRK & CO

T. STEWART BROWN, S.H. Corner of FOURTH and CHESTRUT ST MANUPACYCHER OF TRU" IS, VALISES, BAGS, RETICULES, and ever description of Traveling Goods. TRUSKS and BAUS Repaired.

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 304 CHRSNUT Street,
Central Depot, No. 103 South FIFTH Street, one dos
below Chesunt Bazabished 1552.

Revenue Stamps of every description constantly at
least to any amount. Orders by Mall or Express promptly attended to.