THE SHAKERS OF LEBANON.

A Descriptive Letter from Mr. Vincent.

The Rev. Henry Vincent, whose visit to this country has given pleasure to many of our citizens, sends to an English journal, the London *Star*, the following account of the Shaker settlement at Lebanon, in New York:—

"On the northwestern border of the State of New York, within a mile of the dividing line of Massachusetts, and about one hundred and fifty miles from the city of New York, is the summer retreat of Lebanon Springs. Hills, mountains, and valleys, trees, gardens, farm-houses, and farms spread around and above you in ever-varying beauty, reminding one of the hills and valleys of Llangollen in Wales. On the side of one of the mountains—Mount Lebanon—commanding a fine view of the whole panorama, cluster three distinct portions of that singular body of people called by the vulgar 'The Shakers.'

"This 'society of believers' is the product of that mighty upheaving of the mind and soul that manifested itself in England and Europe during the greater part of the last century. Wesley, Whitefield, the French Prophets, Emanuel Swedenborg, and others, all represented, with more or less truth and power, the yearning of living souls for light, life, and salvation. In this great awakening, as in the time of the Commonwealth, many strange doctrines and new sects rose and fell, and among these we must class the people called Shakers. About the year 1758, Ann Lee, of Manchester, England, came, under strong religious convictions, and, joined by six or eight brethren and sisters, under the guidance of a vision, left England for America, settling in this country.

"After working separately for a living, and suffering much persecution and hardship for many years, the little band gathered into a religious society in the woods of Watervliet, near Albany, in 1776. In 1779 a great revival of religion occurred in New Lebanon and in other towns and villages, and many of these people were gradually impressed by Ann Lee and her friends that the time had come to gather themselves out of the world, and in the power of the Holy Spirit 'to crucify all worldly lusts,' and to enter the spiritual Millennial church in the practice of perfect chastity, temperance, charity, brotherly and sisterly love—abandoning all private property for the common good, and having, like the early Christians, 'all things in common.' From their great fervor in preaching—their tremblings and quakings—they were spoken of as 'Shakers,' which name they are by no means ashamed to adopt.

"Their progress was necessarily slow, as they took up a cross too heavy to be borne by ordinary men and women of the world. The Shaker communities are divided into families. Within sight of each other at Mount Lebanon are three of these families—North family, Church family, and South family. The first numbers sixty brethren and sisters, the second one hundred and twenty. In the New Lebanon society there are altogether eight of these families—in all five hundred brethren and sisters. The New Lebanon society owns six thousand acres of land—a large proportion of which is devoted to fuel, timber, and sheep. This people also possess garden seeds, herbs, and fruits, which are everywhere famed for their quality.

"Throughout the Union there are eighteen flourishing Shaker societies, sacredly living a celibate life, and enjoying a perfect community of worldly goods.

"It was with no small delight on Friday evening last I found myself in front of a stage wagon, with my friend William Hardacre, of Philadelphia, riding seven miles over muddy roads between Canaan and Lebanon. It was evening, and the setting sun bathed hills and valleys in a flood of light. The rivulets were swollen by heavy rains, and streamlets rushed and sparkled down the ravines, leaping into the laughing waters beneath. Grasses, leaves, and flowers were beaded by rain drops that glistened like diamonds in the rays of the setting sun. We reached North Family about 7 o'clock, and were welcomed, with modest grace, by an elderly sister, and we soon grasped the warm hands of Elder Frederick Evans, who some months ago, courteously invited me to share 'the simple hospitalities' of the society.

DOMESTIC LIFE.

"We were soon introduced to other brethren, and found ourselves at home and at ease with our hearty friends. The brethren and sisters at North Family occupy three neat and substantial houses. There is no restraint other than the restraint of good breeding and true Christian propriety. Brethren and sisters occupy the same houses, the sleeping accommodation being at opposite parts of the dwellings. They rise at half-past 4 o'clock in the morning, breakfast at 6, dinner at noon, supper at 6 in the evening, and retire to rest about 10. At meals the women occupy one end of the table, the men the other. Before meals they all kneel down and offer thanks and prayers in solemn silence. My friend and I took our meals in a small neat room alone. We were waited upon most attentively by one of the sisters, who constantly left the room, returning to inquire if anything was wanted.

"A Shaker meal is a wholesome feast. A room beautifully clean, a plain clean table, good white and brown bread, sweet fresh butter, rich milk and cream, wholesome well cooked meat, plain vegetables, preserved fruits; but all served in the simplest, neatest, and most economical way. We occupied two bedrooms that opened one into the other. The beds are sweet and clean, and you sprawl in them with a perfect delirium of lazy delight. All the rooms of the houses are cleanliness and neatness to perfection.

"Round about are the gardens, orchards, farms, workshops, barns, and storehouses. The large barn is the most perfect model for space, convenience, and ventilation. It consists of three stories, the lower story being appropriated for stalling cattle. It is built on the side of a hill, so you can drive wagons into the third story from the road on the side of the hill. The men and women gravitate towards the work they can most easily perform; and all are busy from morn until night, working with a joyous will.

WORSHIP.

"The men dress as the early Quakers dressed. The women with the same Quakerlike neatness, and they are all simple but hearty in their manners. On Saturday night we attended worship for the first time. The men and women stood in three lines in the presence of each other. A brother read a hymn, while they all joined in singing. This was followed by other exercises in song. Elder Evans then gave a powerful exhortation from the words, 'There is therefore now no condemnation to those who are in Christ Jesus.' He spoke of the victory they had achieved over the world and the power of lust and evil by the grace and favor of God, maintaining, with great gravity, 'that every good and perfect gift cometh from God' and from 'the power of His Christ.' He was followed by a brief exhortation from one of the sisters.

"A line was then formed in the centre of the room, three brethren and three sisters standing face to face. The remainder formed in a circle round the room. The brethren and sisters in the centre of the room sang hymns, while the rest moved round them in a kind of dance, moving their open hands as though waiting to catch a blessing. All was gravely performed, with an evident profound sense of awe. On Sunday this worship was repeated, with the addition of a more lively spiritual song and dance. The Shakers hold to the example of Miriam and King David and other members of the ancient Church in manifesting their joy and gratitude at the goodness of God towards them by spiritual songs and dances.

"Although the ceremony was new to me, I felt no levity, but was gravely impressed by the deep solemnity of what I saw. I was permitted to address the assembly, and on Sunday night, by invitation, met the Church Family, and gave, to the best of my ability, a sketch of the present state of religion in England, in the Established Church and in the dissenting bodies. They appeared particularly impressed by the account I gave of the great work resulting from the labors of Mr. Spurgeon; and at both families they desired me to say to brethren in England that they blessed God for all the work done by the working of the Holy Spirit in other churches.

CONCLUSIONS.

"I had not time to make myself acquainted with all the peculiarities of their belief. I have no doubt they hold many views from which I should dissent; but I felt in no mood for discussion, and had not opportunity enough for patient investigation of the doctrines which kept them apart from other sects. Those who desire information on these points must search them out for themselves; they will find them epitomized in works published by the society. I contented myself with the results I saw before me, and thought them sufficiently remarkable to command the respectful and thoughtful attention of the Church and the world.

"I saw a community of men and women of all ages living a pure celibate life, under the same roof, full of sweetness, love, and gentleness—a happy family of brothers and sisters. I knew that many of them had been married men and women before they were led, by a religious principle and motive, to 'crucify all worldly lusts,' and enter into what they regard as the millennial state. I knew that this life had been lived by monks and nuns, who were excluded from each other with a prison-like rigor, under lock and key, bolts and bars; but here I saw a spiritual family—the once husband and wife entering upon a new life in the daily presence of each other—and that this chaste community had tested this life of purity for seventy years without any cloud arising to dim the lustre of its chastity.

"Of course, we all exclaim, 'How can these things be?' And the profligate and the base raise the yell of laughter; but the Shakers modestly reply, 'Not unto us, but unto God be all the glory.' The world laughs again, and slanders; but the answer is the fact of this life, which this people lays open to the gaze of all the world. I saw, moreover, a people who will not hold private property—a people who rest securely and in perfect harmony and prosperity, upon a community of goods. The dream of Utopia is here realized. They work hard, they enjoy the fruits of their industry, they live simply and frugally. For ten years they have ceased to eat swine, or to drink alcoholic drinks, except under medical advice.

"I saw that this community of goods sprung from a deeper motive than a social or economical truth. Indeed, in one of their publications I found this paragraph: 'They could not understand how so-called Christians (brethren and sisters) could be members of the same religious body or Church and be divided into rich and poor in the things of this temporary world, but who are vainly expecting that in the world to come they will all be willing to have eternal things in common.' Thus their communistic idea springs from a religious motive, and such a fact is worthy the contemplation of thoughtful men.

"I inquired into the internal working of the community, as to how disputes or misunderstandings were settled if they unfortunately arose. I was told that here again they adopted the Christian plan, speaking to the brother or sister alone, and if that failed, 'tell it unto the Church;' and that, so far, all had moved on with harmony, and no serious difficulties had disturbed them. Another thing I have also seen in relation to the Shakers. Every one in America with whom I have spoken speaks highly of their moral character, of their truthfulness, of their honesty in their dealings with their fellowmen: all bear this testimony, with the exception of those degraded people who believe there are no such things as virtue and truth on the earth.

"Surely the success of this community must have a cause. What is that cause? I do not pretend to answer the question. But it is a question worthy of an answer. Many similar experiments have totally failed. Why has this succeeded? Within the past forty years the Owenite experiments in England and America have failed, but Shakerism is a living and triumphant fact. Let me urge upon divines and scholars in their rambles through America to visit the Shaker community at Mount Lebanon, and if they are disposed to inquire 'How can these things be?' my answer is, 'Come and see.' We left the brethren and sisters with regret at four o'clock yesterday morning, and had a difficult ride of three hours to Chatham Four Corners, and took the train for New York. Elder Frederick Evans is an Englishman by birth, coming from the old county of Worcester. He is a tall man, with an earnest, thoughtful face, and a pleasant play of grave humor round the mouth. He appears to be over sixty years of age. He is affable in his manners, and anxious to communicate his opinions to inquirers. I conversed with three or four Englishmen, who were happy in the enjoyment of the lives they had chosen. My warm thanks are due, and are thus publicly tendered, to the brethren and sisters for their loving hospitality."

—The following "warning" is posted on a man's grounds a few miles back of Hoboken:—"Take notice, that whosoever is found trespassing on these grounds will be shot and prosecuted."

GOVERNMENT SALES.

HORSES, MULES, WAGONS, ETC., AT AUCTION.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., June 30, 1868.

Will be sold at public auction, at Lincoln Depot, on WEDNESDAY, July 8, commencing at 10 A. M., under the supervision of Brevet Colonel Asa P. Blunt, A. Q. M., a quantity of Quartermaster's Stores, rated as unserviceable, consisting in part of—

30 Mules, in good order.	100,000 lbs. Iron, assorted.
3 Horses, do.	300 " Iron Wire,
250 Army Wagons,	430 " H. S. Nails,
10 Ambulances,	5,838 " Iron Pipe,
54 sets Lead Mule Harness,	500 " Rope,
83 sets Wheel do.	3,278 " Grain Sacks,
25 " Amb. Wheel do.	88 " Sheet Zinc,
3 " " Lead do.	3 2-Horse Wagons,
22 Driving Lines,	3 Carts,
22 Riding Bridles,	150 Wheels,
29 Saddles, assorted,	58 Tail Gates,
111 Horse Blankets,	1,600 feet Hose,
8 Printing Presses,	124 Buckets, assorted,
16 Chairs,	29 Wagon Whips,
10 Cook Stoves and Fixtures,	247 Bedsteads,
100 Lead Bars,	29 Shovels, assorted.

Together with Tinners', Carpenters' and Blacksmiths' Tools, and other articles not enumerated.
Terms: Cash, in Government funds.
By order of the Quartermaster General.
J. C. McFERRAN, Deputy Quartermaster General, Bvt. Brig. Gen. U. S. Army.
7 1 8t

OFFICE ASSISTANT QUARTERMASTER UNITED STATES ARMY, No. 1139 GIRARD Street.

PHILADELPHIA, July 3, 1868.

Will be sold at public auction, on SATURDAY, the 11th instant, at 11 o'clock, A. M., on the premises lately occupied by the Army Medical Department, situate on the west side of Sixth street above Oxford, in this city, all the fences, sheds, and materials erected thereon by the United States.

The above-named materials will be sold in one lot, and the purchaser will be allowed until the 31st to remove the same, after which date the ground on which they are situated will be turned over to the owner.

TERMS.—Ten per cent. of the purchase money to be paid in cash at the time of acceptance of bid; balance to be paid within five days.

Any additional information desired will be furnished by the undersigned.
F. J. CRILLY, Bvt. Col. and A. Q. M. U. S. Army.
7 6 6t

SALE OF CONDEMNED SUBSISTENCE STORES.

OFFICE CHIEF COMMISSARY OF SUBSISTENCE, DISTRICT INDIAN TERRITORY, FORT GIBSON, C. N., June 11, 1868.

At public auction, at Fort Gibson, Cherokee Nation, on the 15th day of July, 1868, at 8 o'clock, A. M., consisting of:—
1[illegible] barrels of Flour.
560 pounds of Soda Crackers.
16 gallons Cucumber Pickles.
470 gallons Cabbage and Onion Pickles.
1[illegible] gallons Mixed Pickles.
250 gallons Onions.
815 gallons Sauer Kraut.
The above stores to be sold without reserve, to the highest bidder.
Terms—Cash, in Government funds, on day of sale.
The successful bidders to remove stores within twenty-four hours.
By order of Major-General Sheridan.
A. F. ROCKWELL, Brevet Lieut.-Col. A. Q. M., U. S. A., Chief Q. M. and C. S. Dist. Ind. Ter.
6 26 6t

SALE OF CONDEMNED QUARTERMASTER'S PROPERTY.

OFFICE CHIEF QUARTERMASTER, DISTRICT OF THE INDIAN TERRITORY, FORT GIBSON, C. N., June 11, 1868.

At Public Auction, at Fort Gibson, Cherokee Nation consisting of Hospital and other Tents, Clothing, Blankets, Harness, Army Wagons, Wagon Covers, Cooking Utensils, Flags, and numerous other articles, all to be sold without reserve to the highest bidder.
Sale to take place at Fort Gibson, C. N., on the 15th day of July, 1868 at 8 o'clock A. M.
Terms—Cash, in Government funds, to be paid on day of sale.
Successful bidders to remove stores within twenty-four hours.
By order of Major-General Sheridan.
A. F. ROCKWELL, Brevet Lieutenant-Colonel, A. Q. M., U. S. A., Chief Q. M., District Indian Territory.
6 26 6t

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS.—On and after WEDNESDAY, May 13, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted) as follows:—

At 6·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Scranton, Carbondale, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; Scranton at 4·05 P. M., at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train take Stage at Old York Road.

At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1·45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown.

At 3·15 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.

At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 A. M., 11·30 Noon, 2·00 and 8·20 P. M.

11·30 A. M. and 2·00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·30 P. M. connect at Bethlehem at 6·05 P. M., and arrive in Philadelphia at 8·30 P. M.

From Doylestown at 8·25 A. M., 5·00 and 7·00 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 9·30, 10·45 A. M. and 3·15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7·00 A. M.
Bethlehem for Philadelphia at 4·30 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.
ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

Express Train at 12·00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, 7·00, and 11·30 (daily) P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M. (daily), 1·30, 4·15 and 7·30 (daily) P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·55 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 from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.
4 8 H. F. KENNEY, Superintendent.

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing THURSDAY, July 2, 1868.

Trains leave as follows for Cape May:—
9·00 A. M., Cape May Express, due at 12·25 (noon).
3·15 P. M., Cape May Passenger, due at 7·15 P. M.

RETURNING LEAVE CAPE ISLAND.

6·30 A. M., Morning Mail, due at 10·06 A. M.
5·00 P. M., Cape May Express, due at 8·22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7·15 A. M. Returning leaves Cape Island at 5·10 P. M. Excursion Tickets, $4.

Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 6·45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—

Annual Tickets, $100; Quarterly Tickets, $50, for sale at the office of the Company in Camden, N. J.

Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.
For Cape May, 9·00 A. M. and 3·15 P. M.
Woodbury Accommodation train at 6·00 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.
July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·30 P. M., and leave Rising Sun at 5·15 A. M., and Oxford at 6 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11·05 A. M.; Oxford, 11·45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2·30 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.

The train leaving Philadelphia at 4·30 P. M. runs to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, 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.
4 10 HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train leaves Philadelphia .... 11·15 P. M.
" " leaves Williamsport .... 8·20 A. M.
" " arrives at Erie .... 8·50 P. M.
Erie Express leaves Philadelphia .... 12·00 noon
" " leaves Williamsport .... 8·50 P. M.
" " arrives at Erie .... 10·05 A. M.
Elmira Mail leaves Philadelphia .... 8·00 A. M.
" " leaves Williamsport .... 6·28 P. M.
" " arrives at Lock Haven .... 7·45 P. M.

EASTWARD.

Mail Train leaves Erie .... 11·00 A. M.
" " leaves Williamsport .... 10·15 P. M.
" " arrives at Philadelphia .... 7·10 A. M.
Erie Express leaves Erie .... 7·40 P. M.
" " leaves Williamsport .... 8·15 A. M.
" " arrives at Philadelphia .... 5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.
ALFRED L. TYLER, General Superintendent.
1 11

RAILROAD LINES.

READING RAILROAD.—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, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·30 A. M., for Reading and all intermediate stations, and Allentown.

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, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains 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 Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·35 P. M.

READING ACCOMMODATION.—Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.

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., arriving in Philadelphia at 9·10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 7·01 A. M. and 1·39 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5·00 and 8·00 P. M., passing Reading at 1 A. M., 1·50 and 10·10 P. M., and connect 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 Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M., passing Reading at 4·49 and 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·30, 11·00 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·35 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, 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 G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $52·50 each, for families 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 furnished with 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 New 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 beyond.

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.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train .... 8·00 A. M.
Paoli Accommodation, No. 1 .... 10·00 A. M.
Fast Line .... 12·00 M.
Erie Express .... 12·00 M.
Paoli Accom. Nos. 2, 3, and 4—1·00, 6·00 and 10·30 P. M.
Harrisburg Accommodation .... 2·30 P. M.
Lancaster Accommodation .... 4·00 P. M.
Parkesburg Train .... 5·30 P. M.
Cincinnati Express .... 8·00 P. M.
Erie Mail .... 11·15 P. M.
Philadelphia Express .... 11·15 P. M.
Accommodation .... 11·30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express .... 1·35 A. M.
Philadelphia Express .... 7·10 A. M.
Paoli Accommodation, No. 1 .... 8·20 A. M.
Erie Mail .... 7·10 A. M.
Parkesburg Train .... 9·10 A. M.
Fast Line .... 9·35 A. M.
Lancaster Train .... 12·30 P. M.
Erie Express .... 5·00 P. M.
Paoli Accommodation, Nos. 2 and 3, 3·40 and 7·10 P. M.
Day Express .... 5·00 P. M.
Harrisburg Accommodation .... 9·50 P. M.

For further information apply to
JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.
4 29

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3¼ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.
WM. W. HARDING, Publisher, No. 326 CHESNUT Street below Fourth.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES, FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City Express Mail .... 3·00
At 2 P. M., via Camden and Amboy Express .... 3·00
At 3·30 P. M., via Camden and Jersey City Express .... 3·00

At 6 P. M., for Amboy and intermediate stations.
At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.
At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.
At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6 and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.
At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and 3·30 P. M. for Palmyra.
At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Fish House.
The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare $3.
At 7 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.
At 7 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7 and 10·15 A. M., 2·30, and 5 P. M. for Schencks and Eddington.
At 7 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City, Fare $3·25.
At 11 A. M., Emigrant Line, Fare, $2.
The 9·30 A. M., and 6·30 P. M. Lines will run daily. All others, Sundays excepted.
At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.
At 9·30 A. M., 6·30 and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before departure. The cars on Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9·30 A. M. and 6·30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, 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.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS.
From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chesnut street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden.
6 15 WILLIAM H. GATZMER, Agent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:—

Special Excursion .... 6·15 A. M.
Mail .... 7·30 A. M.
Freight, with passenger car attached .... 9·15 A. M.
Express (through in two hours) .... 2·00 P. M.
Atlantic Accommodation .... 4·15 P. M.

Returning, leave Atlantic

Special Excursion .... 5·18 P. M.
Mail .... 4·20 P. M.
Freight, with passenger car .... 11·40 A. M.
Express (through in two hours) .... 7·10 A. M.
Accommodation .... 5·30 A. M.

Junction Accommodation to Atco and intermediate stations, leaves Vine street .... 5·30 P. M.
Returning, leaves Atco .... 6·25 A. M.

Haddonfield Accommodation Train leaves Vine street .... 10·15 A. M. and 2·00 P. M.
Leave Haddonfield .... 1·00 P. M. and 3·15 P. M.

Sunday Mail Train to Atlantic,
Leaves Vine street .... 7·30 A. M.
Leaves Atlantic .... 4·20 P. M.

Fare to Atlantic, $2. Round trip tickets, good only for the day and train on which they are issued, $3.

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.

Additional ticket offices have been located at No. 625 CHESNUT Street.
7 3 D. H. MUNDY, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·15 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6·15 A. M., 7·15 A. M., 7·30 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., 6·55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5·30 P. M.

Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·15 A. M., and going West will take train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at 8·30 A. M. and 2·00 P. M.
Leave West Chester at 7·45 A. M. and 5·00 P. M.

Trains leaving Philadelphia at 7·15 A. M. and 4·50 P. M., and leaving West Chester at 7·30 A. M. and 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel 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 same.
HENRY WOOD, General Sup't.
Philadelphia, April 1st, 1868. 4 10

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.
WALTER FREEMAN, Agent, No. 228 S. Delaware Avenue, Philadelphia.
2 7

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad 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.

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 7] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.
2 27 JOHN BINGHAM, Superintendent.

COTTON AND FLAX, SAIL DUCK AND CANVAS, Of all numbers and brands.

Tent, Awning, Trunk, and Wagon Cover Duck. Also Paper Manufacturers' Drier Felts from one to several feet wide; Paulin, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO., No. 103 JONES' Alley.
18

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

Sale at No. 510 Dickerson street.

SUPERIOR HOUSEHOLD FURNITURE, LACE CURTAINS, HAIR MATTRESSES, FINE BRUSSELS, AND OTHER CARPETS, ETC.

On Tuesday Morning.

July 7, at 10 o'clock, at No. 510 Dickerson street, the Walnut, Parlor, and other household furniture, Brussels, and other carpets. Cooking utensils. 1t

ELEGANT WALNUT PARLOR, DINING ROOM, AND CHAMBER FURNITURE; SUPERIOR SPRING MATTRESSES; FINE BRUSSELS, INGRAIN, AND OTHER CARPETS, ETC.

On Wednesday Morning.

July 8, at 10 o'clock, at No. 133 Congress street (between Front and Second, below Almond street), the entire household furniture, by catalogue. 7 6 2t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

Peremptory Sale at No. 1134 Market street.

STEAM ENGINES, LATHE, DRILL PRESS, TOOLS, ETC.

On Friday Morning.

July 10, at 10 o'clock, at No. 1131 Market street, second story, by order of John Davidson, to close the partnership concern of Phelager & Davidson, one eight-horse steam engine and boiler, steam engine unfinished, drill press and tools, made by C. H. Smith; turning lathe and tools, made by C. H. Smith; sundries, etc.

The steam engine may be seen at any time at Beal's Mills No. 327 S. Front street. 7 6 4t

C. D. McCLEES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 506 MARKET Street. 13

LARGE SALE OF 1800 CASES BOOTS, SHOES, BROGANS, ETC.

On Thursday morning,

July 9, at 10 o'clock, will be sold by Catalogue for cash 1800 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmorals, etc. Also Women's, Misses, and Children's wear. [7 6 3t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

LIPPINCOTT, SON & CO., AUCTIONEERS, Ashurst Building, No. 240 MARKET Street.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

FIRE AND BURGLAR PROOF SAFES

C. L. MAISER.

MANUFACTURER OF

FIRE AND BURGLAR-PROOF SAFES,

LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE.
5 5 No. 434 RACE Street.

A LARGE ASSORTMENT OF FIRE and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness. Prices low.
C. HASSENFORDER, No. 422 VINE Street.
6 5

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner of FOURTH and RACE Sts.,

PHILADELPHIA,

WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty, Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED
LOWEST PRICES FOR CASH. 6 16 tf

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of Dr DAVID JAYNE, deceased.

The Auditors appointed by the Court to audit, settle, and adjust the second account of J. WHEATON SMITH, CHARLES H. ROGERS, EDWARD M. PAXSON, HENRY LEWIS, and JOHN M. WHITALL, Executors and Trustees under the will of Dr. DAVID JAYNE, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of their appointment, on MONDAY, the 6th of July next at 4 o'clock P. M., at the offices of the Estate, No. 612 CHESNUT Street, second story, in the city of Philadelphia.
JAMES STARR, WILLIAM D. BAKER, } Auditors.
6 24 wfm6t

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS, Nos. 1132 and 1134 MARKET Street, Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., always on hand.

N. B.—Jobbing of all kinds promptly done. 5 10

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers
SHARPE & THOMSON,
1 27 stuth 6m No. 209 N. SECOND Street.

THE STEAM GENERATOR

MANUFACTURING COMPANY

OF PENNSYLVANIA.

CAPITAL, - - - $100,000

This Company are now prepared to furnish

WIEGAND'S PATENT IMPROVED STEAM GENERATOR,

Of any power required, upon two weeks' notice. They have been introduced in this city, and thoroughly tested, with most satisfactory results, and are sold UNDER GUARANTEE OF ABSOLUTE SAFETY FROM DESTRUCTIVE EXPLOSION. They are cheaper in first cost, and in expense of erection, more economical in fuel, durable and convenient in use than any other apparatus for generating steam.

OFFICE OF COMPANY,

(ROOMS Nos. 5 and 6),

No. 528 WALNUT STREET

NELSON J. NICKERSON, President.
EDWARD H. GRAHAM, Secretary and Treasurer
1[illegible]m

JOHN CRUMP,

CARPENTER AND BUILDER,

SHOPS: NO. 213 LODGE STREET, AND NO. 1733 CHESNUT STREET,
PHILADELPHIA.

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

M. WALKER & SONS,

No. 11 North SIXTH Street.

UNION PASTE AND SIZING COMPANY.—A Paste for Boxmakers, Bookbinders, Paperhangers, Shoemakers, Pocket-book Makers, Bill Posters, etc. It will not sour. Is cheap and always ready for use. Refer to J. B. Lippincott & Co., [illegible] & Keller, William Mann, Philadelphia "Inquirer," Harper Bros., American Tract Society, and others.
L. L. CRAGIN & CO., Sole agents, No. 420 COMMERCE Street.
9 9