A GORILLA.

ne of the Home-Made Sort—Singular nhabitants of a Lake Superior Island.

The following curious letter appears in the eveland *Plaindealer:*—

"MANITOU ISLAND, Lake Michigan, June 10.—any of your readers are aware that in Lake ichigan, between fifty and sixty miles from eeping Bar Point, is a cluster of islands called e Manitou. There are four of them. They ave been used by the Indians as their home, uring the fishing season, for years. When, in e progress of time, the white men filled the hole country, the Indians took their depar-re, and ever since the islands have been in-ab'ted by lumbermen and fishermen.

"Early this spring I, with others, took up my ode upon one of the islands, and intend to main here all the season. Some ten days ago e of our party took his boat and started for e Little Manitou, one of our group of islands, bout four miles distant from the one on which e are encamped. He returned about 3 o'clock the afternoon, and related that after he had nded upon the island he heard what he sup-sed was a man halloing loudly, as though in stress; that he proceeded to the spot from hence the noise seemed to come, and, when ithin ten or fifteen feet of it, he said he saw a rm that had an appearance of a man at least ght feet tall, entirely naked, with his body vered with hair.

His face had the appearance of intellectuality, s brow being quite high. His beard descended arly to his stomach, and his hair was dis-veiled and coarse. As the monster saw the proach of my informant, he gave a loud riek and at once fled. Knowing that it would impossible to overtake him, my friend re-rned to his boat and came home.

After relating his story we held a consulta-n, and decided to make up a party on the xt day, return to the island, and hunt the onster up. At ten o'clock we landed on the and and commenced our search. In choosing r positions I took the one which led me to the st, on the shore of the lake. I had not pro-eded far when I beheld the unknown sitting on the beach washing his feet in the pure ater of the lake.

I approached him gently, and hoped to be le to capture him without trouble, but when thin at least twenty feet of him, he heard e approaching, and at once springing to his et, commenced to run. I fired upon him th my gun, but failed to bring him down. I en endeavored to overtake him, but my forts were fruitless. The rest of the party ere not able to get sight of him, and it is as yet known where he succeeds in hiding. We art out again to-morrow in the hopes of catch-g him, and, if possible, finding out who he is what he is.

There is a story afloat among the older fisher-en of the island that some twenty years ago woman lost a child here about four years old, at every effort was made to find it, but that the efforts were unsuccessful, and the be-aved mother at last came to the conclusion at her boy had been stolen and carried off by me of the wandering tribes of Indians then habiting the islands. As I said before, we art out to-morrow in search of the strange aracter, and I will, as soon as possible, give u the result of our trip.

Yours, J. R. ANDERSON.

A Singular Document.

A copy of a letter purporting to have been itten by the Saviour and handed down from neration to generation in a family living in eveland, has been published. The theolo-an would find in it a proof of the evident in-nsistency and inefficiency of an uninspired terance of this sort, and in this view it is eresting. It is well for mankind that the meek and lowly Jesus" is not as many men ture him:—

Copy of a letter said to have been written by r Lord and Saviour, Jesus Christ, and found ghteen miles from Iconium, twenty-five years er our blessed Saviour's crucifixion, and ansmitted from the Holy City by a converted w, and faithfully translated from the origi-l Hebrew copy, now in the possession of dy Cubass' family, in Mesopotamia.

The letter was found under a stone both und and large, at the foot of a cross, eigh-en miles from Iconium, near a village called esopotamia. Upon the stone was written d engraved, "Blessed be he that shall turn e over." All that saw it prayed to God ear-stly, and desired that he would make known to them the meaning of this writing, that ey might not in vain turn it over. In the eantime a little child, about six or seven ars of age, turned it over, to the admiration all present, and under the stone was writ-n the commands of Jesus Christ in a letter, hich was afterwards published by the angel abriel, ninety-eight years after the death of r blessed Saviour, and carried by a person longing to Lady Cubass and made public in e city of Iconium, etc.

The letter of Jesus Christ is as followeth:—

"Whoever worketh on the Sabbath day shall cursed. I command you to go to church and ep the Lord's day holy, without doing any anner of work. You shall not idly spend ur time in bed or decking yourself with su-rfluities of costly appearance and vain esses, for I have ordained it a day of rest. I ll have that day kept holy that your sins ay be forgiven you. You shall not break my mmandments, but observe and keep them. rite them in your heart, and steadfastly serve that it is written with my own hand d spoken with my own mouth. You shall t only go unto the church yourself, but also use your men servants and maid servants to the same and to observe my words and learn y commandments. You shall finish ur labor every Saturday in the ernoon, by six of the clock, at hich hour the preparation of the Sabbath gins. I advise you to fast five Fridays in every ar, beginning with Good Friday, and continue e four Fridays immediately following. You ll diligently and peacefully labor in your n respective dwellings, wherein it hath eased God to call you. You shall love one other with brotherly love, and cause them at are not baptized to come to the church and ceive the sacrament of baptism, and the rd's Supper, and to be made members of the urch. In so doing I will give unto you a long e and many blessings; your land shall flourish d your cattle bring forth abundance, and I ll give unto you many blessings and comforts the greatest temptations.

"And he that doeth to the contrary shall be profitable. I will also send a hardness of art upon them, until I see them; but espe-ally upon the impenitent and unbelievers e that hath given to the poor shall not be un-ofitable. Remember to keep holy the Sab-th day; for on the seventh day I have taken rest myself. And he that hath a copy of this ter written with my own hand and spoken th my own mouth, and keepeth it without blishing it to others, shall not prosper; t he that publisheth it to others shall blessed of me, and though his sins be in mber as the stars of the heavens, and he lieve in this, he shall be pardoned; and he believe not in this writing and ese commandments, I will send my own ague upon him and consume both him and s children, and his cattle. And whosoever all have a copy of this letter, written with y own hand and spoken with my own mouth, d keep it in the house, nothing shall hurt em; nor the lightning, fire, thunder, or pesti-nce shall happen to them to do them any rm. And if a woman with child and in labor a copy of this letter about her, and she mly put their trust in me, she shall be safely livered of the child. You shall not have any tings of me but by the Holy Scriptures until e day of judgment. All goodness, happiness, d prosperity shall be in the house where a py of this letter shall be found. Amen.

"JESU HOMINUM SALVATOR."

Commencement at Oxford, England.

The manner in which the literary exercises e conducted on what we call Commencement y at Oxford, England, is in strange contrast the order and appreciation which marks the nduct of the people in this country on similar casions. Describing a recent occasion, a cor-spondent of the New York *Journal of Com-erce* says:—

"It was like speaking amid continuous salvos artillery. Hardly a word was heard, and if accident any portion of a sentence was caught the pauses of the uproar, it was greeted with outs of derision. The poor speaker stood as if ting a dumb show. His lips could be seen to ove, but no sound could be distinguished. ost of the honored victims took it as a matter course, and some gaily smiled through it all. nt imagine the emotions of a sensitive young llege orator with such ejaculations as these rled at him by his audience. (They are spe-mens of the sort of small fire which was oured upon the speakers from the gallery.) Sit down!' 'Where's your authority for that?' 'Why don't you smile?' 'No wonder Longfel-low didn't come!' "The ladies are tired!' 'Turn over!' 'Don't tell him!' (This addressed to the prompter.) 'Where's the man that gave you a prize?' 'Let the lady behind you speak!' 'It's life to you but it's death to us!' 'Now do look pleasant!' 'Hurrah, he's through!"

Thus ended the commencement exercises at Oxford. At the conclusion an American lady not devoid of literary interest and taste, re-marked to me: "How much better than our dull college commencements?" It was indeed an occasion which I would not have missed for the price of many visits to Oxford. Its char-acteristic features, its extravagance, its license, its impertinence, its humor, I have endeavored to depict. A party of Hottentots returning with the plunder of a neighboring village would hardly dare to hold such a riot as that with which the most scholarly young men of Eng-land greeted their annual literary exercises.

In point of decorum it is evident our Yale and Harvard have much the advantage of their illustrious English cousin."

Eccentric Murders.

The papers have set afloat a tale, which for violent improbability exceeds all the in-ventions of sensational writers; yet its truth is maintained, and the incidents it relates, it is said, arise from the basis of a forthcoming trial. Two friends, one a clergyman and the other a tailor—strange intimacy between the cloth and its cutter—fall out and turn to bitter enemies. They part, and live sundered by miles, the clergyman's parting words to his quondam friend being to the effect that he hoped, in the lapse of a year, he might see him dead, and rejoice over his corpse. Exactly a year runs out, and to the day comes a communication to the vindic-tive clergyman, informing him that his bitter wish was accomplished. The tailor was dead. Away starts the minister to gloat over the visible fact. He reaches the house of death, finds the widow weeping beside the coffin, which he wants to open that he may vent his exultation over the poor, cold remains of his foe. While he is insisting on this brutal satisfaction, the lid of the coffin rises, the pall is thrown aside, and the tailor, in the enjoyment of every function and fa-culty of life, assails the clergyman, and kills him on the spot. He is then huddled into the coffin in the place of the supposed defunct, and finally buried in his stead. The tailor had to wander away from the scene of this act of retribution, but was soon after recognized, and is now to be put on his trial for the murder. Such strange deeds, have, from time to time, come to light, and there is just a bare possibility this strange story may have a foundation of truth. A Rus-sian story relates that, according to a Russian custom, when any one dies, the body of the deceased, on the day previous to the inter-ment, is brought to a church where a priest passes the night in prayer for the dead man's soul. The priest, in this instance, was accompanied by a chorister, and was in the act of repeating the usual orisons, when, to his intense surprise, he beheld the body rise from its coffin, and advance towards him. Rushing to the font, he sprinkled the dead man with holy water, adding all the formulæ of exor-cism he was acquainted with; but in vain. The corpse seized the priest, threw him on the ground, and in the end slew him, a task already half done to his hand, no doubt, by sheer fright. Having given itself this satisfac-tion, the body again quietly resumed its place in the coffin; and the young chorister, who had witnessed the whole scene from behind a pillar, whither he had retreated, stole away to recount this extraordinary in-stance of *post mortem* ferocity. For a long time the affair remained an inexplicable mys-tery, when a malefactor about to suffer for his misdeeds, making a clean breast of all his crimes, confessed that, having a grudge against the priest, he had entered the church unseen, and taken the place of the corpse, dressing himself in its garments. Having dispatched his enemy, he reinstated the body in its former position, and left the church as he had entered it.—*Once-a-Week.*

—Hartford contains the following libraries: —Trinity College, 11,000 vols.; College Society libraries, 5000 volumes; library of Young Men's Institute, 10,000 volumes; Watkinson library, 17,000 volumes; Theological Institute library, number of volumes not reported.

—The Troy (N. Y.) Young Men's Associa-tion has just received from George M. Tibbits of that city a present of a perfect copy, reduced in size, of Volk's bronze statue of Lincoln, cast at Munich for erection at Chicago. The gift is costly, and a perfect likeness of the great man whom it represents.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—Trains between WASHINGTON AND BALTI-MORE and WASHINGTON AND THE WEST are now run as follows, viz:—

FOR BALTIMORE.

Leave daily, except Sunday, at 7·00, 7·45, and 12·30 P. M., and 2·00, and 4·30 and 8·45 P. M.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7·00 A. M., and 2·00 and 8·45 P. M.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6·15 and 7·00 A. M., and at 2·00 and 4·35 P. M.

FOR ANNAPOLIS.

Leave at 7·00 A. M. and 4·30 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7·45 A. M., and 4·30 and 8·45 P. M.

FOR WAY STATIONS.

Leave at 7·45 A. M., and 4·30 and 8·45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7·45 A. M., 4·30 and 8·45 P. M.

On Saturday at 7·45 A. M., and 2·30 P. M.

On Sunday at 4·30 and 8·45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheel-ing, Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see ad-vertisement of "Through Line."

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25t] GEORGE S. KOONTZ, Agent, Washington.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz:—

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 7·45 A. M., 12·30 and 7 P. M.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7·45 and 12·15 P. M., and 4·30 and 7 P. M.

ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. only.

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, An-napolis, and the West.

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25t] GEO. S. KOONTZ, Agent, Washington.

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FAC-TORIES, 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.—Paste for Boxmakers, Bookbinders, Paper-hangers, Shoemakers, Pocket-book Makers, Bill Posters, etc. It will not sour. Is cheap and always ready for use. Refer to J. B. Lippincott & Co., Dovar & Keller, William Mann, Philadelphia "Inquirer," Harper Bros., American Tract Society, and others. Sole agents, L. L. CRAGIN & CO.,
No. 420 COMMERCE Street.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Ma-hanoy City, Mount Carmel, Pittston, Scranton, Carbon-dale, 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 ex-cepted), as follows:—

At 6·45 A. M.—Accommodation for Fort Wash-ington.

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, Al-lentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Scranton, Carbon-dale, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Rail-road 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 Washing-ton, stopping at intermediate Stations.

At 1·45 P. M.—Lehigh Valley Express for Bethle-hem, 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 Green-ville 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 Bethle-hem and all stations on main line of North Pennsyl-vania Railroad, connecting at Bethlehem with Le-high Valley Evening Train for Easton, Allentown, Mauch Chunk.

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

At 11·30 P. M.—Accommodation for Fort Washing-ton.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 A. M., 11·50 Noon, 2·00 and 8·30 P. M.

11·50 A. M. and 2·00 P. M. Trains makes direct connec-tion with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·30 P. M. con-nect at Bethlehem at 6·05 P. M., and arrive in Phila-delphia 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 pas-sengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

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

PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD.

TIME TABLE,

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

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, con-necting 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 Wil-mington 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 ex-cepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Mon-roe, 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 inter-mediate 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 Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, South-west, 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 RAIL-ROAD.—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 Philadel-phia at 7·15 A. M. Returning leaves Cape Island at 5·10 P. M. Excursion Tickets, $3.

Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 5·45 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 in-termediate 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 CEN-TRAL RAILROAD—SUMMER ARRANGE-MENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·50 P. M., and leave Rising Sun at 5·15 A. M., and Oxford at 6 A. M., and leave Oxford at 5·25 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 Junc-tion 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. con-nects 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 4·50 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.

HENRY WOOD,
4 10] General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the North-west, 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......7·30 P. M.
" " leaves Williamsport......8·15 A. M.
" " arrives at Philadelphia......5·10 P. M.

Mail and Express connect with Oil Creek and Alle-gheny River Railroad. Baggage checked through.

ALFRED L. TYLER,
1 11] General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cum-berland, and Wyoming Valleys, the North, North-west, 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 Allen-town.

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, Tama-qua, 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 Cata-wissa 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 Potts-town 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 Philadel-phia 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 Philadel-phia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Col-legeville 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 Per-kiomen 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 Pitts-burg, 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 7·16 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 accom-panying 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., re-turning from Tamaqua at 7·35 A. M. and 1·40 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7·55 A. M. for Pine-grove and Harrisburg, and at 12·45 P. M. for Pine-grove 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 emi-grant 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 Super-intendent, Reading.

Commutation Ticket at 25 per cent. discount, be-tween 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 Bag-gage 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 be-fore 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 de-parture 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, ex-cept Sunday. For this train tickets must be pro-cured 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......9·25 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 as-sume any risk for Baggage, except for Wearing Ap-parel, 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,
4 29 General Superintendent, Altoona, Pa.

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, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3½ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¼ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¼ 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, 5½, 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, 5½, 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—HARD-ing'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 8·30 A. M., via Camden and Amboy Accommo-dation......$2·25
At 8 A. M., via Camden and Jersey City Ex-press Mail......3·00
At 2 P. M., via Camden and Amboy Express......3·00
At 3·30 P. M., via Camden and Jersey City Ex-press......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 Corn-wells, Torrisdale, Holmesburg, Tacony, Wissino-ming, 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 Ex-press Lines, via Jersey City. Fare $3·25.

At 1 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, Torrisdale, Holmes-burg, Tacony, Wissinoming, Bridesburg, and Frank-ford.

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 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·00 A. M. and 3·30 P. M. for Scranton, Strouds-burg, 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 Sta-tions.

CAMDEN AND BURLINGTON CO., AND PEM-BERTON 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, Bir-mingham, 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 Cam-den; 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. Accom-modation, and 2 P. M. Express, via Amboy and Camden. WILLIAM H. GATZMER,
6 15] 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 in-termediate 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 tf 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. Junc-tion.

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 7·55 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 Rail-roads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 5 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every in-stance be sent with each load of goods.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
2 7] Philadelphia.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkes-barre, 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; Paulling, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
16 No. 103 JONES' Alley

AUCTION SALES.

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

Sale at Nos. 139 and 141 S. Fourth street.
HANDSOME FURNITURE, THREE PIANO-FORTES, FRENCH PLATE MIRRORS, HAND-SOME BRUSSELS AND OTHER CARPETS, Etc.
On Thursday Morning,
July 9, at 9 o'clock, at the Auction Rooms, by cata-logue, a large assortment of superior Household Fur-niture, comprising suits handsome walnut Parlor Furniture, oiled walnut Chamber Suits, fine French plate Mantel and Pier Mirrors, three superior ma-hogany Piano-fortes, made by Schomacker & Co. and Loud; Wardrobes, Sideboards, Extension Tables, Beds, and Bedding.

EXECUTOR'S SALE.

Also, the entire Household Furniture, superior Piano, by order of Executors.

Catalogues now ready. 11

Sale No. 1902 Pine Street.
SUPERIOR FURNITURE, PIANO, FINE CAR-PETS, ETC.
On Friday Morning.
July 10th, at 10 o'clock, at No. 1902 Pine street, by catalogue, the entire Household Furniture. [7 7 3t
May be examined on the day of sale at 8 o'clock.

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. 1134 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 MAR-KET Street. 1 8]

LARGE SALE OF 1800 CASES BOOTS, SHOES, BRO-GANS, 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.

Sale at No. 1110 Chesnut street.
HANDSOME FURNITURE, 8 ROSEWOOD AND MAHOGANY PIANO-FORTES, MANTEL AND PIER GLASSES, PLATFORM SCALES, BRUS-SELS AND INGRAIN CARPETS, ETC.
On Friday Morning.
July 10, at 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of superior New and Second-hand Household Furni-ture comprising:—Suits of parlor and library furni-ture in plush, brocatelle, reps, and hair cloth; oiled walnut chamber suits, with wardrobes to match; spring and hair mattresses; large and small book-cases and sideboards; office desks and tables; dining-room furniture, in oak and walnut; platform scales; oil paintings and engravings; gilt edge China, etc.

Also, a large assortment of Furniture from families breaking up housekeeping.

Also, 8 rosewood and mahogany-case Piano-fortes, by different makers. [7 8 2t

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

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, cor-ner of Bank street. Successors to John B. Myers & Co.

FIRE AND BURGLAR PROOF SAFES

ALUM AND DRY PLASTER

AGAIN SUCCESSFUL.

BROOKLYN, May 15, 1868.

Messrs. Marvin & Co., New York—Gentlemen: Our Planing Mill, with FIFTY THOUSAND feet of lum-ber, was destroyed by fire last night, and we are happy to say your ALUM AND DRY PLASTER SAFE preserved our books, papers, and money, in excellent order.

We want another and larger one, and will call on you as soon as we have time.

Yours truly, SHEARMAN BROS.

This Safe was Red hot for several hours, and the cast-iron feet were actually melted.

It can be seen at our store, No. 265 BROADWAY.

A PERFECT SAFE.

MARVIN'S

CHROME IRON SPHERICAL

BURGLAR SAFE,

Will resist all burglars' implements for any length of time.

PLEASE SEND FOR DESCRIPTIVE CIRCULAR.

MARVIN & CO.,

PRINCIPAL } 721 CHESTNUT ST.,
WAREHOUSES, } (Masonic Hall), Phila.,

265 BROADWAY, NEW YORK,
108 BANK STREET, CLEVELAND, O.,

And for sale by our Agents in the principal cities throughout the United States. 5 26 tuths3m

C. L. MAISER,

MANUFACTURER OF

FIRE AND BURGLAR-PROOF SAFES,

LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

8 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,
65 No. 422 VINE Street.

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

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 con-structed 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 de-monstrate 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, Fireboard 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.

JOHN CRUMP,

CARPENTER AND BUILDER,

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

PHILADELPHIA.