The Newsboys and Newsdealers of London. HOW THE LONDON JOUENAIS ARE CIRCULATED. The London correspondent of the Chicago

Tribune writes:—
"One of the results of the penny daily newspapers in England has been the creation of a new street trade. Before the duty on paper was taken off, and when it was certain loss to sell a paper for a penny, no such thing was known as the sale of journals in the streets. You could only obtain one at the place at which it was published, or at the newsdealers' shops, which were comparatively few. When papers were brought out at a penny, the Lon-lon boy conceived the idea that his time was some, and began to cry out the new wares. The opposition was great. The English are in all such things conservative, and hate with all their hearts any novelty about which they are not formally consulted. Pursy old gentlemen tried to stop the trade, and complained to the magistrates that the boys were a nuisance. The police were called upon to interfere, and at one time it seemed as if the shopkeepers would have all the trade to themselves. But the public want was imperative, and everything had to give way to it.

THE NEWSBOYS.

"At the present moment the proportion of the circulation of a penny daily paper which is in the hands of the boys is large. Some of them commence with half-a-doz-n copies, find out a good standing place, and soon increase their business. I have known some to get a 'good-will' at a particular corner, which in a year's time they have sold for twenty pounds. These boys fetch the papers from the various offices themselves. In the busiest parts of the metropolis members of the 'News Brigade,' as they are termed, are daily at work. These youngsters wear red jackets and carry a brass badge on their caps. They are provided with the needful capital by a body of benevolent genflemen, who have opened premises at which they can board and sleep at the charge of one shilling a week. The custom is to allow the boys threepence on the first four dozen sold, and one penny on every dozen afterwards. They get in addition the other advantages I have named, and some good schooling besides. When the thirst for news is exhausted, they often take to selling eigar

'In the suburbs boys who have become a little known establish a house-to-house connection and leave the higher priced papers at the doors from day to day; but the great bulk of their dealings is with the penny press. The profit allowed them is this: -for every dozen selling at a penny each they pay eightpence. They are not allowed to return any, so that when the stock is slow in getting off the boys get frantic and almost force the passers-by to purchase. They hang on the door steps of the omnibuses and shout the names of the papers, together with the latest bit of sensational in-telligence. 'Evening Star!' 'Second edition of the Express! Frightful colliery explosion! Bursting of a balloon in the air!' In some cases—not many I am glad to say—the papers are oried in this way by women. The experience is a bad one for them. I have seen women take to it to keep their children, and have noticed a deterioration going on from week to week, until they become as slangy

and coarse as the boys.
"Each of the lads taking a certain number of copies has the right to a handbill setting forth the leading contents. This he either carries in his hand, or lays in the gutter, or hangs from a recess of the window. But too frequently the stand is at a public house, and the boy in that case is allowed to use any recess that may be there. What an ungovernable race! The office of a penny paper between the hours of five and six o'clock in the morning, and three and four o'clock in the afternoon, is a pandemonium. It is impossible, they tell me, to keep anything like order among them. And yet they are as shrewd as any beings that live. I went lately through an office full of them. There had been a hitch with the machine, and they were passing the time in sporting, jumping over each other's backs and other similar horseplay. I was amongst them unexpectedly and could not retreat. With a humor which moved me to burst out laughing despite an attempt to look preternaturally grave, they made a path for me and offered mock bows in a score of ways. One of them preceded me like a master of the ceremonies. 'Now you young wild Arabs,' said he, 'where are your manners?' Yet the publishers tell me they are honest. They manage somehow to read the papers, and know the characteristics. They have learned, too, the peculiarities of the public taste, and can tell to a nicety what amount of extra sale a particular piece of exceptional intelligence will give. It is a curious study. They estimate the public just as the caterers at entertainments do, and know when ices will be in demand, and when the sherry and soda water. They are sharpened by their life, and when they grow up the early training shows itself.

NEWSPAPERS AT THE RAILWAY STATIONS. OThe blight of monopoly is on many branches of trade in England, and it is especially so with the newspaper trade at the railway stations. To save themselves trouble the various railways running out of London let out the news stalls at the railway stations all along their line to one firm, Messre. W. H.Smith & Son. Consequently, this firm are all-powerful. They can almost dictate their own terms. Their profits are higher than those of any other agents. You must pay them to sell your paper at a penny, or they wil ask three half-pence for it. For the Times they always ask a half-penny extra. I can hardly describe to you the position this gigantic firm occupy in the metropolis. There is an immense sale of newspapers at the railway stations, where people waiting for a train are almost certain to become purchasers. Thus the smaller newspapers court the Messrs. Smith. Every new journal goes hat in hand to them and offers specially advantageous terms, in order that the new prints may be dnly posted. Smith, Sr., who was a plain, hard-working man, is dead. Smith, Jr., who reigns, is a smart, ambitious man, who goes in for politics. A lew years ago he was a Liberal: but, on being black-balled at the Reform Club, he went over to the Tories. At the last election be opposed Mr. J. Stuart Mill as the candidate of the Tories at Westminster, and he intends, I understand, trying his fate again. All this time he keeps in the business and management of the details. No wonder his firm are suspected of favoritism. The Tory papers, by some strange coincidence, are always uppermost at his stalls, and the difficulty in the way of getting the others is never interposed in getting them. Thus the Standard is believed to be a pet paper, while the Telegraph is kept in the background. Such is the common talk. "Another side of the monopoly is in the

printing trade which this firm has lately commenced. The large placards which it is now the fashion to use can be printed by Messrs. Smith, the journals are informed, and somehow or other, the papers nearly all consider it wise to get them newhere else.

THE NEWS-VENDORS. "The news vendors' shop in London is a popular gossip place. Very often it is the post office of the district, and besides newspapers, periodicals, and stationery are sold. The street boys do not hurt them, which is

due, I take it, to the large increase in the number of buyers. The news-vendors for a long while set their faces like flint against the low price, and declared that their glory was departed; but they are now reconciled to the new state of things. They send in the morning to the various offices, or to a large central shop in their own trade, for the copies they want; but the evening papers send to them in flying carts. So far as I know them, the news-vendors are a respectable body. At their annual dinner, some of the leading literary men are almost sure to be present, and to speak. Charles Dickens is the chairman of their society.

PUBLISHING "Every inch of spare brick wall or boarding, even an old gate rost or iron pillar, in London, s hired. Men of business have discovered that nothing can be done on a large scale without advertising, but they are not contented with the newspapers alone. The theory is, that the eye is at last so wearled by perpetual seeing certain huge words before it, that at last the mind begins to act and the object of the Brobdignagian announcement is answered. But this, too, is all in one or two hands. Railway arches, the insides of omnibuses, the cabins of the river steamers, all boardings where building works are going on, and the thousand and one surfaces which a great city like this possesses, are contracted for and let out again in feet or inches to advertisers. America certainly has nothing to learn from England in this. The best bills I have ever seen on the London walls were printed, I found on inquiry, in America. They depicted some 'thrilling' scenes in a circus, and the flight of the imagination and the proportions of the figures, far exceeded the achievements of the English printers. The newspapers now expend large sums in this crusade, the Times being the only one which despises it. THE CIRCULATION OF THE LONDON PRESS.

"The Times is believed to still circulate about sixty thousand copies daily, selling them to the trade at twopence-halfpenny each. The Daily Telegraph announces in blue letters, five feet long, on the walls, that it has 'the largest circulation in the world.' The actual sale is from one hundred and twenty thousand to one hundred and forty thousand daily. The Standard, which advertises each week above its leading article, its average daily circulation during the previous week, shows a total of about one hundred and twenty thousand, but this includes the Evening Standard and the Morning Herald, and of these totals a vast number are returned on their hands. The numbers given are the numbers printed, which is a very different thing from the numbers sold. The Daily News, which started at a penny on Monday last, and which has not got all its machinery in perfect gear, has sold about 50,000 each day, and its proprietors are sanguine that it will be at the head before many months have passed. The Morning and Evening Star sell together about 25,000 daily. The Morning Post (high priced) scarcely reaches 4000 a day; the Morning Advertiser, 5000; the Express, evening paper (the property of the Laily News), is about 15,000; the Pall Mall Gazette, 12,000; and the Globe, 500.

"There is no really well-written weekly paper in London selling at a penny. All the papers of that price are of an inferior character, and are sold exclusively amongst the ar-tisans and mechanics. They reach, however, large numbers in the amount of their sales. Papers which you have never heard of in Chicago sell some 200,000 weekly. The papers which are read by the ruling classes (for the want of a better phrase) are all fivepence or sixpence each. Of the number, the richest is the Saturday Review. I doubt, however, if the Saturday Review ever reaches a sale of 10,000 copies. The Spectator averages probably 7000."

GOVERNMENT SALES. SALE OF CONDEMNED SUBSISTENCE

OFFICE CHIEF COMMISSABY OF SUBSISTENCE. DESTRICT INDIAN TERRITORY.

FORT GIRSON, C. N., June II, 1885.

At public auction, at Fort Gibson, Cherokee Nation, on the 18th day of July, 1868, at 8 o'clock, A. M., consisting of:

aisting of:—

199 barrels of Flour.

500 pounds of Soda Crackers.

16 gallons Cucumber Pickles.

470 gallons Cabbage and Onton Pickles. 165 gallons Mixed Pickles. 850 gallons Onions. 815 gallons Sauer Kraut. The above stores to be soid without reserve, to the

lighest b dder. Terms-Cash, in Government funds, on day of sale. The successful bidders to remove stores within The successful bludges to remove stores within twenty-four hours.

By order of Major-General Sheridan.

A. F. ROCK-WELL.

Brevet Lieut.-Col. A. Q. M., U. S. A.,

Chief Q. M. and C. S., Dist. Ind. Ter.

CALE OF CONDEMNED QUARTERMAS

TER'S PROPERTY.

OFFICE CHIEF QUARTERMASTER,

DISTRICT OF THE INDIAN TERRITORY.

FORT GIBSON, C. N., June II, 1868.

At Public Auction, at Fort Gibson, Cherokee Nation consisting of Hospital and other Tents, Clothing,
Biankets, Harness, Army Wagons, Wagon Covers

Coaking Utensils, Flags, and numerous other articles, all to be sold without reserve to the highest binder. Sale to take place at Fort Gibson, C. N., on the 15th day of July, 1858 at 8 o'clock A. M.

Terms—Cash, in Government funds, to be paid on day of sale. cessful bidders to remove stores within twenty-

Brevet Lieutenant-Colonel, A. F. ROCKWELL,
Brevet Lieutenant-Colonel, A. Q. M., U. S. A.,
6 26 et Chief Q. M., District Indian Territory,

RAILROAD LINES.

BALTIMORE AND OHIO BAILBOAD D Trains between WASHINGTON AND BALTI-MORE and WASHINGTON AND THE WEST are bow 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 5 '5 P. M. FOR WAY STATION SOUTH OF ANNAPOLIS
JUNCTION.
Leave at 615 and 700 A.M., and at 200 and 435 P. M. FOR ANNAPOLIS.

Leave at 7:06 A. M. and 4:30 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

ON SUNDAY.

FOR BALLIMORE.

Leave at 745 A. M., and 430 and 845 P. M.

FOR WAY STATIONS.

Leave at 745 A. M., and 430 and 845 P. M.

FOR WAY STATIONS.

Leave at 745 A. M., and 430 and 845 P. M.

FOR ALC PARTS OF THE WEST.

Leave only except Saturday and Sunday, at 745 A.

M., 430 and 845 P. M.

On Saturday at 745 A. M., and 230 P. M.

On Sunday at 430 and 845 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office at all hoors in the day, as well as at the new office of the Bankers' and Brokers' Teleg ash Line, No. 848 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadeiphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent,

2251] GEORGE S. KOONTZ, Agent, Washington,

HREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH as d EAST, and for all Stations on Camden and Amboy and Connecting Kaliroads, frow Wainut street wharf.

INCERASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freshold and Jamesburg, and Eurlington County Relifeads, forwarded at 12 o'clock Noon For Trenton, Princeton, Kingston, Rocky Hill and all points on the New Jersey and Belvidere Railfonds, forwarded at 24 P. M.

For New York, at 12, 25, and 5 P. M.

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

A slip memorandum, specifylog the marks and numbers, shippers and consigness, must in every instance be sent with each 1: ad of goeds.

WALLEE FREEMAN, Agent,

No. 226 S. Delaware Avente.

No. 226 S. Delaware Avenue. Philadelphia

UNITED STATES REVENUE STAMPS. Central Depot, No. 34 CHESNUT Street,
Central Depot, No. 108 S. FIFTH Street, one door belew Chesnut. Etablished 1862.
Bevenue Stames of every description constantly
(1) hand in any amount. Orders by Mail or Express promptly attended to

RAILROAD LINES,

NORTH PENNSYLVANIA RAIL.ROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Churk, Harleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pitaton, Scranton, Carbondele, and all the points in the Lehigh and Wyoming Coal Region.

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

FUMMER ARRANGEMENT—ELEVEN DAILY TRAIN:—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 646 A. M.—Accommodation for Fort Wash-

At 646 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pannsy vania Saliroad, connecting at Bethlehem with Lehigh Valiley and Lehigh and Susquehanna Baliroads for Raston, Alientown, Catasauqua. Slatington, Masch Chunk Weatherly, Jeanewille, Hazleton, White Haven, Wilkesbarre, Eingston, Pittston, Boranion, Carbon Gale, 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 Datville, Milton, and Wilkesparre at 8 P. M.; Soranion at 840 P. M.; Soranio York, A.—Accommodation for Doylestown

At \$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 1020 A. M.—Accommodation for Fort Washington. Stopping at intermediate Stations.

At 145 P. M.—Lebigh Valley Express for Bethlehem, Alicatown, Manch 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 sumneyown.

At 3:18 P.M.—Lebigh and Susquehanns Express for Bethlehem, Easton. Allentown, Manch 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 Abligton.

At 5:00 F. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lebigh Valley Evening Train for Easton, Allentown, Mauch Chunk.

At 6:20 P. M.—Accommodation for Lansdale, stop-

Mauch Chunk.
At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11 30 P. M.—Accommodation for Fort Washing-

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

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 connection with Lohigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton.

Pansengers leaving Wilkesbarre at 1'30 P. M. connect at Bethlehem at 6'95 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.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 230 P. M.
Doylestown for Philadelphia at 730 P. M.
Bethlehem for Philadelphia at 730 P. M.
Bith and Sixth Streets Passenger Cars convey pasengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the lepot.

depot.

Tickets must be produced 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.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

On and after MONDAY, April 13, 1868, Trains will
leave as follows:—

Leave Philadelphia from the Depot, THIRTYFIRST 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 erat Market street, at 6:15 A. M., 7:15 A. M., 7:26

A. M., 10:45 A. M., 1:58 P. M., 4:50 P. M., 6:58 P. M.

On and after Monday, June 15, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 6:30 P. M.

Trains leaving West Chester at 7:30 A. M., and
leaving Philadelphia at 4:50 P. M., will atomat R. Points at 5:30 P. M.
Trains leaving West Chester at 7:30 A. M., and teaving 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.

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

cars of both lines connect with each train upon its arrival.

ON SUNDAYS,
Leave Philadelphia at 8:00 A. M. and 2:00 P. M.
Leave West Chester at 7:4: A. M. and 6:00 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 Apparei 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, 1888.

TOR CAPE MAY VIA WEST JERSEY RAIL.

Total 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).
1:15 P. M., Cape May Passenger, due at 12:25 (noon).
6:30 A. M., Morning Mail, due at 10:05 A. M.
5:00 P. M., Cape May Express, due at 2:22 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 3:15 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 6:45 A. M.
Commutation Tickets between Philadelphia and Cape May, at the following rates:
Annual Tickets, \$1:00; Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be produced at No. \$28 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, Ealem, Milivilie, Vinetaad, and intermed are Stations, at \$50 A. M. and 3 30 P. M.
Woodbury Accommodation train at 6:00 P. M.
Bi digeton and Salem Freight Train leaves Camden daily, at 12 (noon)

daily, at 12 (noon)
Commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

July 2, 1568. DEILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE-MENT.-On and after MONDAY, April 13, 1868, trains will leave the Depot. THIRTY-FiresT and CHES-NUT Streets, West Philadelphia, as follows:-At 715 A. M. and 4750 P. M., and leave Rising Sun at 515 A. M. and Oxford at 6 A. M., and leave Oxford at

A Market Train, with Passenger Cars attached, will rungon TUE>DAYS and FRIDAYS, leaving the Rising San at 1105 A. M.: Oxford, 1145 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 250 P. M.; runs through to Oxford.

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 strain leaving Philadelphia at 450 P. M. runs to Rising Sun, Marylaud.

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.

General Superintendont. for the same. General Superinte

THROUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now run as follows, vix.—
FOR NEW YORK, without change of cars, Leave daily (except sunday) at 7.45 A, af., 12.30 and 7 P, M 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.

SLEEPING CARS for New York on 7 P. M. train dairs.
Terough Tickets to Philadelphia, New York, or Boston, can be had at the Station Odice at all Bours in the day, as well as at the new office in 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, Haitimore, Analysis and the West.

napolis, and the West.
J. f. Wilfon, Master of Transportation,
L. M. Colle, General Ticket Agent.
2251 GEO S. KOONTZ, Agent. Wasnington. RAST FREIGHT LINE, VIA NORTH PLENSSYLVANIA RATLEOAD, to Wilkesburre, Mahanoy City, Mount Carmel, Centralla, 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,
B. E. corner of FRONT and NOBLE Streets.
Before 5 P. M., will reach Wilkesbarre Moint Carmel, Mahanoy City, End the other stations in Mahanoy and Wyoning valleys before 11 A. M. of the succeeding day.

[7 2] ELLIS CLARK, Agent.

FITHE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandse, Bank Note, and Specie, either by its own lines or is connection with other Express Companies, to all the principal towns and cities in the United States. os in the United States. JUHN BINGHAM, Superintendent,

RAILBOAD LINES. READING BALLEGAD. GREAT TRUNK LINE from Philadelphia to the interior of Fennsylvania, the Schuyikili, Susquehanna, Chmberland, 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 730 A. M., for Reading and all intermediate stations, and Allentown. NORMAING ACCOMMODATIONS,—At 730 A. M., for Reading and all intermediate stations, and allentown,
Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 910 P. M.

MORNING EXPRESS.—At 815 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Sunbury. Williamsport, Elmira Rochester, Niagara Palis, Buffalo, Wifkesbarre, Pittston, York, Carlisle, Chambersburg, Hagershown, etc.

The 730 train connects at Reading with the East Pennsylvania Ralicoad trains for Allentown, etc., and the 845 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Ralicoad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuyigill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 330 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Ralicoad Itains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Pottstown at 648 A. M., stopping at intermediate stations. own at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 5.05 A. M. Returning leaves Philadelphia at 4.30 P. M.; arrives in Pottatown at 6.30 Philadelphia at 4 30 P. M.; arrives in Pottatown at 6 30 P. M.

RFADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia it is 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 35 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 205 P. M., and Pottsville at 245 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 Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 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 18 15 P. M.; leave Philadelphia at 8 for P. M.; leave Philadelphia at 8 10 P. M.; leave Philadelphia at 4 20 P. M. P. M.

OHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45 and 4-20 P. M. trains from Philadelphia, returning from Downingtown at 6-30 A. M., 1-00, and 5-15 P. M. 730 A. M., 1245 and 420 P. M. trains from Philadelphia, returning from Downingtown at 630 A. M., 1760, and 545 P. M.

FERKIOMEN RAILROAD,—Passengers for Collegeville take 7.50 A. M., and 430 P. M. trains from Philadelphia, returning from Collegeville at 7.61 A. M., and 139 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., 500 and 800 P. M., passing Reading at 1 A. M., 126 and 1010 P. M., and connect at Harrisborg with Pennsylvania and Northern Central Railroad Express Trains for Pittaburg, Chicage, Williams port, Elmira, Baltimere, etc., Returning, Express Train leaves Harrisborg, on arrival of Penns Ivania Express from Pitaburg, at 3 and 525 A. M., 935 P. M., passing Reading at 449 and 746 A. M., and 1146 P. M., arriving at New York, 1016 and 1145 A. M., and 530 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pitaburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 235 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 630 il 100 A. M., and 715 P. M., respectively from Tamagona at 735 A. M. and 140 and 130 and 140 and 130 and 140 and 1 leave Pottsville at 6:30 | 1:00 A. M., and 7:10 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILE ROAD,—Trains leave Auburn at 7:35 A. M. for Pinegrove and Harrisburg, and at 1:245 P. M. for Finegrove and Tremont; returning from Harrisburg at 3:55 P. M., and from Tremont at 7:40 A. M., and 5:36 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 Pottetown; Accommodation Trains, at reduced

and Pottetown; 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. Bracford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Super-Intendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al points at \$3250 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

Cleavymen residing on the line of the read will be

raics.

Ciergymen residing on the line of the road will be Ciergymen residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at hai 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, Bruad and Willow streets.

Freight Trains leave Philadeiphia daily at 5:30 A. M., 12*45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points

beyond,
Mails close at the Philadelphia Post Office for all
pieces on the road and its branches at 5 A, M., and
for the principul 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 Callowbill streets, DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868

The trains of the Pennsylvania Central Railroad tave the Depot, at THIRTY-FIRST and MARKET Streets, which is tracked 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 Wainut 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.

Sies ping 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 Upion Transfer Company will call for and deliver baggage at the depot. Orders left at No. 90 Chesnut street, or No. 116 Market street, will receive attention. receive attention. LEAVE DEPOT, VIZ:-

Mail Trains LEAVE DEPOT, VIZ:	Mail Trains	8'00 A, M.
Paoil Accommodation, No.	10'00 A, M.	
Fast Line	12'00 M.	
Erie Express	12'00 M.	
Paoil Accom. Nos. 2, 5, and 4-1'00, 6'00 and 10'30 P. M.		
Parrispurg Accommodation	2'50 P. M.	
Lancaster Accommodation	4'00 P. M.	
Parkesburg Train	5'30 P. M.	
Cincinnati Express	8'01 P. M.	
Prilacelphia Express	11'15 P. M.	
Accommodation	11'30 P. M.	
Lirie Mail	12'00 P.	
Lirie daily, except Sunday.		

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and beggage delivered by 500 P. M., at No. 116 Market streets.
TRAINS ARRIVE AT DEPOT, VIZ.:-

| Cincin.ail Express | 1°25 A. | Philadeli bis Express | 7°10 A. | Paoli Accommonation No. | 8°20 A. | Paoli Accommonation No. | 7°10 A. Erie Mst 7
Parkesburg Train 57
Past Line 08
Lancaster Train 12 Frie Express.
Paoli Acc minodation, Nos. 2 and 3.3 40 and 7 to P

Leave Chestout Hill 750 A. M., 12 40, 5 40 and 9 25 P. M.

BOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 755, 9, and 11 65 A. M. 154, 3, 45, 555, 69, 835 and 115 P. M.
Leave Norristown 5 40, 7, 7 50, 9, and 11 A. M., 154, 3, 455, 654, and 554 P. M.
Leave Norristown 7 A. M., 5 30 and 7 15 P. M.
Leave Norristown 7 A. M., 5 30 and 9 P. M.
Leave Philadelphia 6 75, 9, and 11 65 A. M., 154, 3, 456, 55, 513, 805, and 15 F. M.
Leave Philadelphia 6 75, 9, and 11 65 A. M., 154, 5, 55, 55, 55, and 9 P. M.
Leave Manayunk 6 10, 75, 8 20, 95, and 1154 A. M., 2, 355, 5, 65, and 9 P. M.
Leave Philadelphia 9 A. M., 25 and 75 P. M.
Leave Manayunk 6 10, 75, 8 20, 95, and 1154 A. M., 2, 855, 5, 65, and 9 P. M.
Leave Manayunk 755 A. M., 6 and 95 P. M.
W. S. WILSON, General Superintendent, Depot. NINTH and GREEN Streets.

CET 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 postraits of families.

WM. W. HARDING, Publisher, EEC, SECCHESNUT Street below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, WHARF, Al 5-30 A. M., via Camden and Amboy Accommo-dation. At 8 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express., 800 At 3 30 P. M., via Camden and Jerney Orty Ex-

At 6 P. M., for Amboy and intermediate stations.
At 6 30 and 8 A. M., 2 and 3 no P. M., for Freehold.
At 8 and 10 A. M., 2 and 2 no P. M. for Freehold.
At 8 and 10 A. M., 2, 3 and 4 no 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, Burnington, Beverly, and
Delauco. At 5:30 and 10 A. M. 1, 2, 3, 8:30, 4:30, 6, and 11:30 P. M., for Florence. for Florence.

At 5 30 and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M.,

At 5 30 and 10 A. M., 1, 3, 4 30, 5, and 11 30 P. M. for

Edgewater, Riverside, Riverson, and Palmyra, 2 P. M.,

for Riverton and 3 30 P. M. for Palmyra, 2 P. M.,

At 5 30 and 10 A. M., 1, 3, 4 30, 5, and 11 30 P. M. for

Fish House.

At 520 and 10 A. M., 1. 3, 420, 6, and 1130 P. M. for Fish House.

The 1 and 1130 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensinkton and Jersey City, New York Express Line Fare \$3.

At 7 and 11 A. M., 230, 230, and 5 P. M. for Trenton and Bristol. And at 1015 A. M. for Bristol.

At 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tullytown.

At 7 and 1915 A. M., 230, and 5 P. M. for Scheneks and Eddington. At 7 and 10 15 A. M., 2 30, and 5 P. M. for Scheners and Eddington
At 7 and 10 15 A. M., 2 30, 4, 5, and 6 P. M. for Cornwells, Torrisdate, 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 50, 6 30, and 12 P. M. New York Express Linear via Lorenz City, Farra 13 32.

All others, Sundays excepted.

At 930 A. M., 135, 830, and 12 P. M. for Trenton.

At 930 A. M., 630 and 12 P. M. for Bristoi.

At 12 P. M. (Night), for Morrisville, Tullytown,
Schenek's, Eddington, Corne ells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the snutstreet, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelpha. Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the F-30 A. M. and 6-30 P. M. lines. BELVIDERE DELAWA & BAILROAD LINES.

BELVIDERE DELAWA & RAILROAD LINES.
From Rensington Depot.
At 7:00 A. M. for Niegara Falls, Buffalo, Dunkirk, Elmira, Lihaca, Owego. Rochester, Binghamton, Oswego, Syracose, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap. Belvidere, Easton, Lambertvile, Flemington, etc. The 3:3: 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 BURLLSGTON 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, Hainsnort, Mount
Bolly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Iminystown, Sharon, and Hightstown.

Fifty pounds of bag, see only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ver 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 \$160, except by special contract.

Tickets sold and baggage checked direct through to Foston, Worcester, Springs eld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Udca, Rome, Syracuse Roonester, Buffaio, Niagara Fails, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Cheana street, where Tickets to New York and all An additional Ticket Office is located at No. 828 Cheanat 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 fr. m foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer. ey Oily and Cam-der; 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 Philisdelphia.
From Pier No. 1 North Eiver at 5'30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden, ... WILLIAM H. GATZMER, 6161 Agent.

PHILADELPHIA, WILMINGTON AND BAL DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILHOAD.
TIME TABLE,
commencing MONDAY, April 13, 1863, Trains will
leave Depot corner of Bi-OaD Street and WASHINCTON Avenue as follows:—
Way-Mall Train at 330 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Crisseld and Intermediate Stations.
Express Train at 12.06 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 330 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northesat, Charleatown,
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 Havrede-Grace, Connects at Wilmington (Satardays excepted) with Delaware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Seaford, Saissbory, Princess Anne, and
connecting at Crisseld with Boat for Fortress Monroe, Norfolk, Portamouth, and the South.

Tassengers for Fortress Monroe and Norfolk via
Baltimore will take the 12:00 M. Train, Via Orisfield
will take the 11:00 P. M. train.

Leave Philadelphia at 11:00 A. M., 230, 500, 700,
and 11:20 (daily) P. M. The 5:00 P. M. Train connects

Wilmington.

Leav: Philadelphia at 11'00 A. M., 2'30, 5'00, 7'00, and 11'40' (daily) P. M. Tile 5'00 P. M. Train connects with Delaware Raliroad for Harrington and Inter-

and if 'Soldally' P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 700 and 810 A. M. (dally), 130 415 and 739 (dally) P. M. The 810 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-Mail; 940 A. M., Falpress; 23 P. M., Express; 856 P. M., Express; 856 P. M., Express; 856 P. M., Express; 876 P. M., Express; 876 P. M., Express; 876 F. M., Exp

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC BAILROAD.

SUMMER ARE NGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:— 675 A. M. Mall | 15 A. M. | 7.50 A. M. | 7.50

Sunday Mail Train to Atlantic,

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 CHESNU: Street, will call for baggage in any part of the city and suburos, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located at No. 828 till ESNUT Street. D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE BAILBOAD. BEMMER TIME TABLE.
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Norshwest, and the Great Oil Region of Pennayivania.
FLEGANT SLEEPING OARS on all Night Trains.
On and aller MONDAY, May 11, 1888, the trains
on the Fhiladelphia and Eric Railroad will run as
follows:—
WESTWARD.

... 8 (a) A, M ... 6 28 P, M, ... 7 45 P, M, AUCTION SALES.

M. HOMAS & SONS, NOS. 139 AND 141 SALE OF REAL ESTATE, STOCKS, ETC.
July 14, at 12 o'clock neon, at the Exchange, will in-

July 14, at 12 o'clock noon, at the Exchange, will include:

5HIPPEN Street, No. 623, B*ick Dwelling.

5HIPPEN Street, No. 625, B*ick Dwelling.

RIDGE AVENUE, Farm 40 acres.

5ECOND (North), No. 525, Store and Dwelling.

6ECOND (North), No. 525, Store and Dwelling.

GROUND RENT, 163 a year.

GROUND RENT, 163 a year.

GROUND RENT, 1112,0 a year (Irrefermable).

OGDEN, west of Eleventh, 2 Brick Dwellings.

FENN and MAIDEN, Valuable Whart.

7 HIRTY SEVENTH and CHESNUT, S. E. cor
ner, Valuable Let.

WALNUT, sast of Fortieth. Brown Stone Residence.

WALNUT, Sast of Foreign, Brown and Dwellings, Gence, MARKET, Nos. 3735 and 3737, Stores and Dwellings, HAMILTON, No. 1926, Brick Dwelling, SECUND and CALLO WHILL, S. W. cor., Store, WALNUT, No. 343, Modern Residence, Powellow, AVENUE, Nes. 4042 and 4044, Modern Dwellings. Dwellings,
PINE, east of Twenty-third, Large Lot.
BROAD, north of Norris, Large Lets with fronts on
Park ayenue and Thirteenth Streets,
FRONT, Nov. 408 and 419 (North), Distillery, Eu-

GROUND RENTS, \$82.80, \$40.25 a year.
GROUND RENTS, \$82.80, \$40.25 a year.
GROUND RENT, \$86 a year.
GROUND RENT, \$18 a year.
8 Shares Philadelphia and Southern Mail Steamship Company.
(00 Shares Shemokin Coal Company.

627 Shares Coulter Copper Company. 550 Shares Venango Oil Company. 550 Shares Stery Farm Oil Company. Catalogues now ready. 71081

Fxecutor's Sale, at Camden, New Jersey.
HOUSEHOLD FURNITURE. PIANO. FINE
BRU-SELS, INGRAIN, AND OTHER CARPETS,
ETC. ETC.
Oa Wednesday Morning,
July 15, at 10 o'clock, at No. 207 N. SIXTH, above
Cooper street, Camden, N. J., by catalogue, the
Household Furniture, May be examined on the
merning of sale, at 8 o'clock.
7 11 34

C. D. McCLEES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 506 MAR-121

SALE OF 1600 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC, On Thursday moraing,
July 16, at 10 o'clock, we will sel by Catalogue, for cash, 1600 cases Men's, Boys', and Youth's Boots,
Sloes. Brogans, Balmorals, etc. Also, a superior assortment of Women's, Misser, and Chutren's wear.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION & ERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Samsom \$1.

Sale at No. 112s Green street.

SUPERIOR WAL "UT FURNITUR", BRUSSELS
AND OTHER CARPETS, FRAMED ENGRAV1NGS, ETC.
On Wednesday Morning
At 16 o'clock, at No. 112s Green street, will be sold
the Furniture of a family removing, comprising walnut parior furniture, made by Henkels; dising-room
and stuing-room furniture, chamber furniture. B-usse s and other carpets, glassware, China, stoves,
kitchen utensils, etc.
7 13 25

LIPPINCOTT, SON & CO., AUCTIONEERS,

BUNTING, DURBUROW & CO., AUCTIONA EERS, Nos. 232 and 234 MARKET Street, OF MARTIN BROTHERS, AUCTIONEERS,—
(1 stely Salesmen for M. Thomas & Sons.)
No. 529 CHESNUT St., rear entrance from Minor.

AMUSEMENTS.

HOOLEY'S OPERA HOUSE, SEVENTH OOLEYS OFERA HOUSE, SEVENTH
Street, below Arch.

LAST WEEK OF THE SUMMER SEASON.

THE BEST BILL EVER OFFERED.

R. M. Carroli in his Great Specialtiles.

Great Hit of the Lingard Burlesque.

WEONESDAY, JULY 15.

BENEFIT OF ARCHY HUGHES.

The FALL and WINTER SEASON will commence Monday, septen ber 7. with Hooley's Minstrels. 7 1561

FOX'S AMERICAN VARIETY THEATHE.—
EVERY EVENING AND SATURDAY
AFT ERNOON.
GREAT COMBINATION TROUPE,
In Grand Ballets, Ethiopian Burissques, Bongs;
Dadoes, Pantomimes, Gymnast Acts, etc.

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Circulars at Mesars. Fairbanks & Ewing's, No. 716 CHESNUT Street; also at Mesars. T. B. Peterson & Brothers', No. 306 CHESNUT Street.

Address, personally or by note, N FOSTER BROWNE, Principal,

South Amboy, N. J. TRUSSES.

"SEELEY'S HARD BUBBER TRUSS,"
No. 1347 UNESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture: always clean, light, easy, asfe. and comfortable, used it bathlag, flited to form, never rusts, breaks, soils, becomes timber, or moves from place. No strapping, Hard Rubber Abdominal Supporter, by which the Mothers, Corputent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instrumenta Shoulder Braces, Elastic Stockings for weak limbs Suspensions, etc. Also, large stock best Leatner Trusses, half usual price. Lady in attendance.

GAS FIXTURES.

A S F I X T U R E S,—
MISKEY, MERRILL & THACKARA,
No. 715 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, etc., 650,
would call the attention of the public to their large and
elegant assortment of Gas Chandeliers, Pendants,
Brackets, etc. They also introduce gas pipes into
dwellings and public buildings, and attend to extend,
ting, aftering, and repairing gas-pipes.

All work warranted.

O R N E X C H A N G E

RAG MANUFACTORY,

JOHN T. BAILEY & CO.,

REMOVED TO

N. E. corner of MARKET and WATER Streets,

Philadelphia.

N. E. corner of Markket and Watter Streets.

Philadelphia.

DEALERS IN PAGS AND BAGGING
Of every discription, for
Grain, Flour, Sait, Super-Phosphate of Lime, Bone
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
2222 Also, WOOL BACKS,
JUNN T. BAILEY JAMES CASCADEN.

JOHN CRUMP. CARPENTER AND BUILDER, SHOPS: NO. 218 LODGE STREET, AN

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WILLIAM S. GRANT.
Ne. 88, DELAWARE Aveaue, Philadelphia,
AGENT FOR
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W. Baker & Co.'s Chocolate Cocos, and Broms,
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