## EDMUND BURKE.

Mr. Morley remarks of Esmund Burke:—
We hear him in conversation at the Club,
with Johnson and Gordsmith, and Reynolds and with Johnson and Godsmith, and Beynolds and Windham, winding into this subject like a serpent, as Goldsmith said of him; bidding some too grave and anxious gentlewan to 'live pleasant," tascins ing the great hearted John son with 'his knowledge, his genius, his diffusive affluence of conversation," and making him cry; 'bir, that lellow calls forth all my powers." We see him in the House of Commons, in his tight brown coat, with his spectacles and a little bob wig with puris, beginning his oration with folded arms, and an air of hamility, and gradually rising to thunderous denunciations of the noble lord in the bine ribbon; or later on, of those vain, petulant upstates in a neighboring country, who were upstarts in a heighboring country, who were wickedly prosoribing the sacred ministers of religion, persecuting their virtuous and innocent sovereign, and covering with humiliation the august daughter of the Casars. We may follow him from the heat and violence of the House, where drunken lordlings and squire-derided the greatest man of their time, down to the calm shades of Beaconsfield, where he would with his own hands give food to a starving beggar, or medicine to a peasant sick of the ague; where he would talk of the weather, the turnips, and the hay, with the team men and the farm's bailiffs; and where, in the evening stillness, he would pace the walk under the frees and reflect on the state of Europe and the distractions of his country. While fox was squandering tens of thousands at the gaming table, we may watch Burke supporting Barry for several years at Rone; anxiously pressing his la-t half guinea upon the friendless Emin; rescuing Crabbe, though a perfect stranger to him, from a debtor's prison, and maintaining him in his own house until a provision was found for him; and on every occasion ready to extend not only symyathy, but a share of his slender purse, wherever he found penniless genius or worth. And, finally, we may look with tragic emotions on the pathos of tout crowning scene which left the remnant of the nobleman's days so desolate

Theatres at Salt Lake City. A correspondent of the Utica Herald, from

Salt Lake City, says: -

It is easy to say much about the general appearance of Salt Lake City, her theatre, temple, tagernache, plan of irrigation, regular screets, spacious yards, sulphur springs, lofty mountains, healthy climate, and shady walks, but difficult to do so and not fall in the style and ma ter of scores of others. The tabernacle not yet being completed, the theatre is really the distinguishing architectural structure, especially the inside of it. It was built and belongs to President Brigham Young. In size, commodious airangements, and artistic decorations, it has but one superior—except it be in San Francisco—in the United States, and that one than the Olymp'c, and more tastefully finished than Wallack's. It is superior in every respect to either the noted Royal Theatre in Edmbargh, or the Oxicri in London, and compares layorably with Drury Lane. The is Niblo's Garden, n New York. It is larger compares lavorably with Drury Lane. The outside of the building begins to show signs of decay, and is greatly in need of several good coats of paint to give it an outward appearance the interior so justly warrants. On Wednesday evening I witnessed Augustine Duly's great play Under the Gassight. I had seen the same play in several of our best American theatres, but never with equal effect in which it was brought out here. The scenery was beautiful, and was painted expressly for this theatre by a Mormon artist. It comprised the Hudson river and views of the New York harbor by startight the sea-shore at Long Branch at sunset, and the Tombs. Baxter street, and Fifth avenue by moonlight. The lights and shades of life in New York, its poverty, its vice and crime, its riches, its pride, its virtue, is outcasts, and the whole line of deviltry connected with the so-called fashionable relig! as society in Gotham, were vividly and truthfully delineated. I procured a front seat, price \$1, in the drst tier or dress circle, that I m. ht have a better opportunity to sketch the au ience. Notwithstanding the great size of the house and the busy sea-on of the year, every seat was occupied. Below and in front of me, in what is known as the parquette, sat the thirty-five marriageable daughters of Brigham Young. On an opposite side of the ai-le were three long seats appropriated to his wives; only twelve were pointed out to me as being pre-sent. At the end of these seals, near a reg-ister, and acout half-way between the wives and mair ageable daughters was the cushioned-backed rocking-chair belonging to President Young. The President being on a visit to por ions of his tamily in different parts of the territory, the chair, of course, was unoccupied. The daughters were, apparently, all of about the same ages-sixteen to twenty. They wore white straw ribbons over their heads—the Spring stale for bonnets in Salt Lake—white sacks trimmed in many fantastic colors, white kid gloves, red scarfs, and white dresses. They ogled the audience through their silver-tipped opera glasses, listered to the play occasionally as if the theatre was part of the routine of their monotonous life, and met the curious gaze of the a-s-mbled multitude between the acts with becoming dignity. The twelve wives were dressed in what is known in the States as a travelling costume. The bonners were black or dark brown, trimmed with bead bugles, or whatever they are called, and the dresses were of black merino, or something it resembles, The whole audience was ta-teruily attired and extremely quiet and respectable in appearance. That part of the play representing the life among the lowly of New York, seemed to excite the utmost interest from a'l present. It is a phase of it's unknown in Salt Lake. But tew here are extremely rich, while none are dis-tressingly poor. There is considerable com-plaint on the side of hard times and scarcity of money. The Indian troubles are keeping back ther everland immigration to Nevada and Camiornia, which has been the great support to Salt Lake in years gone forever. Brigham's railroad contract expected to make money plenty, and times lively for the next six mon bs at least. By another season the railroad will either be completed to this place or thirty miles North, and from thenceforth Salt Lake City will take its place as one of the most inshiounble and agreea-ble watering-places and summer resorts on the American continent. The wealthy denizens of the metropolitan cities along the Atlantic will find here not only the life-giving mountain air, but also all the intellectual advantages and en-joyments they left behind. They will find all romance of a mountain retreat, combined with the comforts of refined city society. I only hope that this fair city, whether it conto prosper under Mornon or Gentile rule, may be as well governed, any have as lew disreputable inhabitants, and may be as peaceable and happy as it is to-day.

The Abyssinian Spoil. The robes, crowns, and other articles, the property of the late King of Abyssinia, forwarded as a present from the British army to the Queen are on private view in London. They are displayed in a lerge case specially constructed for their exhibition. The first article which attracts the eye is the blue silk robe which bears traces of baving been much worn. It is ornamented with a large number of furnelshaped steel ornaments, attached to short thin chains, which must have jingled as his Majesty walked.

On the front of the robe is a large breastplate

of silver, covered with gold flagres work, and ornamented originally with nine precious stones. One stone only is missing. At the bock of this robe is a hood, from which point depends a banch of the fannel ornaments. The crown worn with this robe is very much faded in color. It resembles a common smoking cap in shape, and has a tassel composed of chains with funcel drops at the ends. A more tawdry crown is the one said to have been worn on state occasions. This is a good copy of a European crown. The colors are bright; but the effect is spouled by a long gold tassel. There are precious stones roughly set on the gold band which encircles the torcherd.

The Indian damask robe is a very magnificent arthie. The garment is curtously made and anely wrought in gold thread. A small red forer is worked it, and the "Dasting" threates

have not been taken off, evidently proving that very pressing state matters interfered with the due completion of the garment. This to the robe which was intended as a present for our Queen. The shopers have several layers of silver soles, and are richly ornamented with filagree work. One precious stone is set on the instep of each, and the toes are turned over. There are three seals also—one, the State seal, is silver gilt, with a pebble handle; the other two seals are made of silver.

Foreign Notes.

-The Widow of John Leech, the artist, died recently, and the pension paid her on account of her husband's services to art has been continued to his children.

-The Nikolaies Courier announces that the harbor of Sebastopol will probably be com-pletely free from obstruction by the end of next year. On the 8th of May the hull of the Sviatoslav was raised from the bottom, and the remains of the other submerged vessels, the Czesm, the Maria, and the Rotislav, will, it is expected, be recovered in the course of the summer. As several of these vessels are sunk at great depths, the Courier believes the harbor will be opened for navigation some months before the final diving operations are com-

-The intended sale of the Chateau Lafitte vineyards has set people gossipping on wine, and the following facts are related in contradiction of the proverb that wine improves by keeping. M. D. St. Arnaud states that he was on a visit in 1834 to the Chateau Lafitte, when claret of 1798, a vintage held in high re-pute during the Directory, and which was drank as late as 1830, was put on the table. Its flavor was almost gone, and the wine was pronounced worthless. A specimen of the famous comet year, 1811, was declared to be degenerated, but still was drinkable. The wine par excellence which was pronounced perfect, was some of 1819, which had been ten years in wood and five years in bottle; therefore in 1834 it was fifteen years old. This, it appears, is the precise age at which superior claret should be drank.

-Letters which have reached Paris from Munich contain brilliant accounts of the great musical solemnity of the year, namely, the first representation of Wagner's "Mattre Chanteurs de Nuremberg." The orchestra was under the direction of Von Bulow, son-in-law of Liszt, the latter great master being one of Richard Wagner's earliest friends. The artists were all Germans, belonging to the opera houses of Berlin, Vienna, Augsburg, and Darmstadt. The King, who occupied the royal box, sat on the right of Wagner, who is a man fifty five years of age, and who was remarkably indifferent to the applause of the multitude; but so continued and enthusi-astic were the calls for the author, that Richard Wagner was compelled to appear in front of Wagner was compelled to appear in front of the box and receive the ovation of the audi-ence. The King is described as an extremely handsome young man, who, in spite of the example of his grandfather, leads a very quiet life, and is, as you are aware, entirely ab-sorbed by art, but by no means given to the society of its feminine interpreters. It would appear that some of the scenes of the new opera are comical in the extreme, and the music itself is strangely imbued with the vis comica, and excited the hilarity of the grave

## The Servian Conspiracy.

The Fervian conspiracy seems to have originated with a society called "Serbska Omla-dina," or "Young Servia." It is composed of young men, principally students, and is spread over the whole country. It has many members in foreign countries. It is a specialty of the association that it never holds meetings except in the vacation time-that is to say, between July and September. Servia has no university of its own, but the Servian youth are sent for the most part, at the expense of the State, to foreign universities in France, Austria, Germany, and Switzerland. These young Servians form committees in each university under different names. Those who study in Vienna for example, have a committee called Zora, or Aurora. Their objects are partly recreative, scientific, and literary. They publish every year an almanac, containing original patriotic tales and scientific articles on subjects which were the objects of study in the various committees. The Omladina is the name of the association formed by the entire body of students, when they return to Servia for the vacation. It is a kind of student congress which meets in Belgrade, with the consent and under the surveillance of the autho-The different committees give an account of the labors of the past year, and agree as to the work of the next year; and the resolutions adopted are adhered to with scrupulous exactness. The last meeting of the Omladina was presided over by M. Gruic, an ex-Servian Minister; and was dissolved by the Government on account of the tumultuous pature of the proceedings. These young men are animated with what they deem grand Servian ideas; and they were not very favorable to Prince Michael, whose sole merit in their eyes was that he had freed the country of Turkish garrisons. According to the Italian Correspondence it is not Prince Alexander Karageorgevitch, but his son Peter, who has been at the head of the conspiracy. It is stated in a letter addressed from Semlin to the North East Correspondence that Mazaillo, a Captain of engineers, and the immediate author of the attack on Prince Michael's life, was shot on the 19th in the fortress of Belgrade.

## RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD—
Trains between WASHINGTON AND BALTIMORE and WASHINGTON AND THE WEST are MORIE, 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., ard 2:00, and 4:35 and 8:45 P. M.

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.

Leave at 645 and 760 A. M., and at 200 and 435 P. M.

FOR ANNAPOLIS.
Leave at 700 A. M. and 430 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALLIMORE.
Leave at 745 A. M., and 430 and 846 P. M.

FOR WAY STATIONS.
Leave at 745 A. M., and 430 and 846 P. M.

FOR ALL PARTS OF THE WEST.

Leave at 745 A. M. and 430 and 840 P. M.

FOR ALL PARTS OF THE WEST.

Leave at 745 A. M. and 430 and 840 P. M.

ON Saturday at 743 A. M. and 230 P. M.

On Saturday at 743 A. M. and 230 P. M.

On Saturday at 743 A. M. and 230 P. M.

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' Teleg aph. Line, No. 318 Pounsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisen ent of "Through Line.

L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent,

TERRIGHT LINES FOR NEW YORK AND

PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH & d EAST, and for all Stations on Camden and Amboy and Connecting Eathroads, from Walnut attreet wharf.

Freight for all way points on the Camden and All boy. Freshold and Jamesburg, and Burlington County Estroads, forwarded at 12 o'clock Noon For Trenton, Frinceto H. Kingston, Rocky Hill and all points on the New Jersey and Belvidere Rall-roads, torwarded at 25 P. M.

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

Freight received from 7 A. M. 10 5 P. M.

A site memorandum, specifying the marks and numbers, shippers and consigness, must in every instance be sent with each 1, as or goods.

WALTER FREEMAN, Agent.

No. 22 S. Deigware Avenue,

RAILROAD LINES,

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Beshlehem, Easton, Aliestown, Mauch Chunk, Hasieton, White Haven, Wilkesbarre, Mahaney City, Mouni Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAIN—On and after WEDNESDAY, May 13, 1898, Passenger Trains leave the New Depot, corner of BERRS and AMERICAN streets, daily (Sundays excepted), as follows:—
At 646 A. M.—Accommodation for Fort Washington.

BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—
At 646 A. M.—Accommodation for Fort Washington.
At 746 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsy vania satiroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raitroads for Easton, Allentown, Catasanqna, Slatington, Manch Chunk Westherly, Jeacesville, Hazieton, White Haven, Wilkenbarre, Kingston, Pittston, Scranion, Carbon dale, and all polots in Lehigh and Myoming Valleys; also in connection with Lehigh and Mahanoy Raitroad for Mananoy City; and with Catawinsa Raitroad for Rananoy City; and with Catawinsa Raitroad for Rananoy City; and with Catawinsa Raitroad for Mananoy City; and with Catawinsa Raitroad for Rananoy City; and the Lehigh Valley Train, cassing Bethlehem at 11:55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 846 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations.
At 10:20 A. M.—Accommodation for Port Washington, slopping at bittermediate Stations.
At 10:20 A. M.—Accommodation for Port Washington, allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mit. Carmel, Pituson and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 2:35 P. M.—Accommodation for Doylestown, atopping at all intermediate stations. Passengers for Bethlehem. Easton. Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville tare the train to Quakertown.
At 5:16 P. M.—Lehigh and Susquehanna Express for Bethlehem. Easton. Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville tare the train to Quakertown.
At 5:16 P. M.—Lehogh and Susquehanna Express for Hellehem. Easton. Allentown, Mauch Chunk.
At 6:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11:30 P. M.—Accommodation for Fort Washington.
At 11:30 P

At 11'30 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 900 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 Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Haziston.
Passengers leaving Wilkesbarre at 1'30 P. M. connect at Bethlehem at 6'05 P. M., and arrive in Philadelphia at 8'30 P. M.
From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.
From Landale at 7'30 A. M.
From Fort Washington at 9'30, 10'45 A. M. and 3'15 P. M.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 920 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 700 A. M.
Bethlehem for Philadelphia at 400 P. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

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

WEST CHESTER AND PHILADELPHIA W RAILROAD.-SUMMER ARRANGEMENT, On and after MONDAY, April 13, 1868, Trains will -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., 230 P. M., 415 P. M., 456 P. M., 7 P. M., 11 P. M. Leave West Chester for Philadelphia from Depot on east Market street, at 6:18 A. M., 7:15 A. M., 7:36 A. M., 10:45 A. M., 1:50 P. M., 4:50 P. M., 4:55 P. M., On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5:30 P. M. Will leave Philadelphia for Media and Intermediate Points at 5'30 P. M.

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

tion.
The Depot in Philadelphia is reached directly by
the Chesnut and a 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 \$40 Å. M. and 200 P. M.

Leave West Chester at 74 Å. M. and 500 P. M.

Trains leaving Philadelphia at 745 Å. M. and 456
P. M., and leaving West Chester at 730 Å. M. and 450 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 let. 1888.

HOR CAPE MAY VIA WEST JERSEY RAIL-

TOR CAPE MAY VIA WEST JERSEY RAILROAD.—From root of MARKET Street (Upper
Perry). Commencing THURSDAY, July 2, 1868.
Trains leave as follows for Cape May:—
906 A. M., Cape May Express, due at 7225 (noon).
215 P. M., Cape May Express, due at 715 P. M.
RETURNING LEAVE CAPE ISLAND.
820 A. M., Morning Mail, due at 1006 A. M.
510 P. M., Cape May Express, due at 823 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 715 A. M. Returning leaves Cape Island at 510 P. M. Excursion Tickets \$1.
Cape May Freight trains leave Camden daily at 920 A. M., and Cape Island at 645 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 produced at No. 828 Chesnut street (under the Company in Camden, N. J.
Through Tickets can be produced at No. 828 Chesnut street (under the Company in Camden, N. J.
WEST JERSEY RAILROAD LINES.
For Bridgeton, Ealem, A. Jilville, Vineland, and instring a set stations, et 870 A. M. and 3 30 P. M.
For Cape May, 950 A. M. and 3 15 P. M.
Woodbary Accommodation train at 500 P. M.
Budgeton and Salem Freight Train leaves Camden daily, as 12 (hoon)
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent,

stations at reduced rates. WILLIAM J. SEWELL, Superintendent, July 2, 1868. DHILADELPHIA AND BALTIMORE CEN TRAL RATHROAD - SUMMER ARHANGES
MENT. - On and after MONDAY, April 18, 1868, trains
a filleave the Depot, THIRTY-FIRST and CHESS
NUT Streets, West Philadelphia, as follows:

At 7 15 A. M. and 4 50 P. M., and leave Rising Sun at
3 15 A. M. and Oxford at 6 A. M., and leave Oxford at
3 25 P. M.

A Market Train, with Passenger Cars attached, will rungon TUE-DAYS and FistDAYS, leaving the Rising San at 11 to A. M.: Oxford, 11 to A. M.; and Kennett, 1 P. M.: connecting at West Chester Junction with a train for Pall adelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2 50 P. M.; runs through to Oxford. teaves Philadelphia at 230 P. M.; runs through to Oxford.

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

The strain leaving Philadelphia at 450 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 confract be made for the same.

(10)

General Superintendent.

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.
L-ave daily (except shuday) at 745 A. M., 1230 and
7 P. M.
FOR PHILADELPHIA.

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 dalv.

Through Tickets to Paliadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 344 Pennsylvania avenue, between Sixth and Seventh atreets

see Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annual Sept the West.

napolis, and the West.
J. L. WILEON, Master of Tracsportation,
L. M. COLE, General Ticket Agent.
225†] GEO F. KOONTZ. Agent. Wasnington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD to Wilken-re Mahanoy City, Mount Carmel, Centralla, and points on Lehigh Valley Railroad and Its braidnes.

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

Goods delivered at the Through Fraght Depot,

B. E. corner of FRONT and NOGLE Streets,

Before 5 P. M., will reach Wilkesbarrs, Mount Carmel,
Maisnoy City, and the other stations in Maisaoy and Wyoming valleys before 11 A.M. of the succeeding day.

[7 22] ELLIS CLARK, Agent, w arrangements, perfected this day, this road

TTHE ADAMS EXPRESS COMPANY, OFFICE Pool S20 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Note, 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.

227 JOHN BINGHAM, Superinco.dent, RAILROAD LINES.

PEADING BAILROAD.—GRE. T TRUNK
LINE from Philadelphia to toe "tarior of
Fennsylvania, the Schuylkili, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Cacadaa. Summer Arrangement of
Passenger Trains, Monday, May 4, 1868, leaving the
Company's Depot, Thirteenth and Callowhill streets,
Philadelphia, at the following bours:—
MORNING ACCOMMODATIONS.—At 7:30 A. M.,
for Reading and all intermediate stations, and Allenlown.

MORNING ACCOMMODATIONS.—At 730 A. M., for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 630 P. M., arriving in rhiladelphis at 910 P. M.

MORNING EXPRESS.—At 815 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaqua, Sunbury Williamsport, Elmira, Rochester, Niagara Falla, Burissio, Wilkesbarre, Pittston, York, Carlisle, Chaff Gersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvania Balizoid trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, E. mira, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chanibersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 830 P. M. for Reading, Pottsville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

PUTTSTOWN ACCOMMODATION.—Leaves Pottstown at 648 A. M., stopping at intermediate stations: arrives in Philadelphia at 905 A. M. Returning leaves Philadelphia at 430 P. M. arrives in Pottstown at 638 P. M. READING ACCOMMODATION—Leaves Reading READING ACCOMMODATION—Leaves Reading

Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 30 P. M.;

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

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

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 105 P. M., and Pottsville at 2 46 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7 18 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 230 P. M., arriving in Philadelphia at 9 10 P. M.

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

All the above trains ron daily, Sundays excepted, Sunday trains leave rottsville at 8 19 A. M., and Philadelphia at 3 15 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 60 A. M., returning from Reading at 8 60 A. M.; returning from Reading A. M.; returning from Reading A. M.; returning from Reading A. M.

M.ESTER VALLEY RAILROAD.—Passengers of lowest grown and intermediate point take the 20 A. M., 12'45 and 4'30 P. M. trains from Philadel-bia, returning from Downingtown at 5'40 A. M., 1'00, 730 A. M., 1245 and 430 P. M. trains from Philadelphia, returning from Downingtown at 650 A. M., 1700, and 545 P. M.

1 ERK10MEN BAILROAD,—Passengers for Collegeville take 750 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 751 A. M. and 139 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville.

NEW YORK EXPERSS FOR PITTSBURG AND THE WEST.—Leaves New York at 9A M., 500 and s 00 P. M., passing Reading at 1 A. M., 150 and 1610 P. M., and connect at Hairlsburg with Pennsylvania and Northern Central/Rairoad Express Trains for Pittsburg, Chicago, William port, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pt taburg, at 3 and 525 A. M., 835 P. M. passing Reading at 449 and 716 A. M., and 1740 P. M., arriving at New York, 1010 and 1745 A. M., and 1740 P. M., serining Reading at 449 and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 830 1106 A. M. and 715 P. M., returning from Tamaqua at 735 A. M., for Pinegrove and Tremont; returning from Harrisburg at 355 P. M., and from Tremont at 740 A. M., and 535 P. M., and from Tremont at 740 A. M., and 535 P. M., and from Tremont at 740 A. M., and 535 P. M., and from Tremont at 740 A. M., and 535 P. M., and from Tremont at 740 A. M., and 535 P. M., and from Tremont at 740 A. M., and 536 P. M., and from Tremont at 740 A. M., and 536 P. M., and from Tremont at 740 A. M., and 6336 P. M., and 600 Tremont; returning from Harrisburg at 356 P. M., and from Tremont at 740 A. M., and 600 P. M. Tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia, good for day only, are sold at Reading and Intermediate stations, good for day only, are sold at Reading and Intermediate stations.

ates.

Excursion Tickets to Philadelphia, good for day

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Kesding and Potistown Accommodation Trains at reduced rates.

The todowing tickets are obtainable only at the office of 8 Bractord, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Superintendent, K-ading,

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

Mileage Tickets, good for 2000 miles, between al points, at \$5250 each, for families and firms, Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. months, for holders only, to all points at reduced rates.

Ciergymen residing on the line of the road will be formshed with cards, entining themselves and wives to tickets at hal fare.

Excursion lickets from Philadelphia to principal stations, good for eath day, Sunday, and Monday, at reduced are, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FRE 1GHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Bread and Willow streets.

Freight Trains leave Philadelphia daily at 5:30 A. M., 12:35 noon, and 6 P. M., for Reading, Lebanon,

M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Fottavtille, Port Clinton, and all points beyond.

Sialis close at the Philadelphia Post Office for all pil-ces on the road and its branches at 5 A. M., and for the principul stations only at 215 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.

EUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Railroad leave the Pepos, at Thirty-First and Markitz Streets, which is reached directly by the Market Street cars the last car connecting with each train leaving Front and Market streets tolity minutes before its departure. The Cheenit and Wainin Streets cars run whith one aquate of the Depot.

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

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninch and Chesnut streets, and at the depot.

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

rinacept and the commodation of the western Accommodation Train Train and the western Accommodation Train runs daily, extended the western Accommodation Train to the western Accommodation train tickets must be pro-

ept Surday. For this train tickets must be pro-uted and begange delivered by 5 to P. M., at No. 116 Market streets. ARRIVE AT DEPOT, VIZ:-| TRAINS AND | 1735 A. | Cincin\_ati Express | 7 10 A. | Philadeir bia Express | 7 10 A. | Paoir Accommodation No. 1 | 8 20 A. | 7 10 A. |

Fast Lipe. 9 35 A. Lancaster Trais 12 39 P. Erite Express. 5 00 P. Pacil Accelemmodation, Nos. 2 and 3,3 40 and 7 10 P.

Leave Chestaut Hill 7:50 A. M. 12:40, 5:40 and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 5, 7%, 9, and 11:05 A. M. 1%, 3, 4%, 5%, 6%, 8:55 and 11% P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1%, 3, 4%, 6%, and 8% P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1%, 3, 4%, 6%, and 6% P. M.
Leave Philadelphia 9 a. M., 2:50 and 7:15 P. M.
Leave Philadelphia 6, 7%, 9, and 11:65 A. ., 1%, 3, 4%, 5% 6%, 8:05, and 11% P. M.
Leave Philadelphia 6:10, 7%, 8:20, 9%, and 11% A. M., 2, 3%, 5, 6%, and 2 P. M.
Leave Manayunk 6:10, 7%, 8:20, 9%, and 11% A. M., 2, 3%, 5, 6%, and 2 P. M.
Leave Philadelphia 9 A. M., 2% and 7% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Depot. NINTH and GREEN Streets,

GET THE BEST-THE HOLY BIBLE-HARD ing's Editions-Family, Polpit and Pocket Bible in beautiful fatyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic postrator of families. bindings. A new edition, arranged for passing poetrals of families.

WM. W. HARDING, Publisher,

INO, 125 CHEENUT Street below Fourth

RAILROAD LINES

1868 -FOR NEW YORK.-THE CAMBEN AND TRENTON RAILROAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK. AND WAY PLACES, FROM WALNUT STREET WHARF, At 5:30 A. M., via Camden and Amboy Accommodation. At 8 A. M., vis Camden and Jersey City Ex-At 2 P. M., via Ca wden and Amboy Express... 3 wo At 3 30 P. M., via Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 nd 5 30 P. M., for Freehold.
At 8 and 10 A. M., 2, 3 and 4 30 P. M. for Treehold.
At 5 30, 8, and 16 A. M., 1, 2, 3 3 30, 4 20, 6, and 11 8
P. M. for Bordentown, Burlington, Beverly, and

At 3 and 10 A. M., 2, 320 and 4 20 P. M. for Trenton.
At 5 20, 8, and 16 A. M., 1, 2, 3, 3 20, 4 20, 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 5 20 and 10 A. M., 1, 2, 3, 3 - 30, 4 20, 6, and 11 20 P. M., for Florence.
At 5 20 and 10 A. M., 1, 3, 4 20, 6, and 11 20 P. M., for Florence.
At 5 20 and 10 A. M., 1, 3, 4 20, 6, and 11 20 P. M. for Edgewater, Riverside, Riverton.and Paimyra, 2 P. M., for Riverton and 3 20 P. M. for Paimyra.
At 5 20 and 10 A. M., 1, 3, 4 20, 6, and 11 20 P. M. for Plab 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 20, 3 20, and 5 P. M. for Trenton and Bristol. And at 10 18 A. M. for Bristol.
At 7 and 11 A. M., 2 30, and 5 P. M. for Morrisville and Tuilyiown.
At 7 and 10 18 A. M., 2 30, and 5 P. M. for Schencks and Eddington
At 7 and 10 18 A. M., 2 30, and 5 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADECPHIA DEPOT,
At 9 20 A. M., 1 20, 6 30, and 12 P. M. New York Express Lipes, via Jersey City, Fare \$1 25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9 20 A. M., and 6 20 P. M. Lines will run daily, All others, Sundays excepted.
At 9 30 A. M., 1 20, 6 30, and 12 P. M. for Trenton.

All others, Sundays excepted.

At 9:30 A. M., 1:30, 6:30, and 12 P. M. for Trenton.

At 9:30 A. M., 0:30 and 12 P. M. for B istol.

At 12 P. M. (Night), for Morri-ville, Tullytown, Chenek's, Eddington, Cornwells, Torriadale, Holmes

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before detarture. The cars on Market street Railway run direct to West Philadelph a Depot; Chesnut and Wainut 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.

At 7.00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ishaca, Owero, 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, Ession, Lambertville, Flemington, etc. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILBOADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Hartford, Massonville, Hainswort, Mount
Ho'ly, Smithville, Ewansville, Vincentown, Birmirgham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imiaystown, Sharon, and Highustown.

Imisystown, Sharon, and Hightstown.

Fifty pounds of bagings only are allowed each passenger. Passengers are prohibited from taking anything as bagings but their wearing apparel. All bagings wer lifty pounds to be paid for extra. The Company limit their responsibility for bagings to one dollar per peund, and will not be liable for any amount beyond \$160, except by special contract.

Tickets sold and baggage checked direct through to Poston. Worcester. Springdeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utca, Rome, Syracuse. Rochester, Buffaio, Niagara Fails, and Suspension Bridge.

An scrittional Ticket Office is located at No. 825 Cheanet street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Ficacis at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FEOM NEW YORK FOR PHILLADELPHIA.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave fr. m foot of Courtland street at 7 A. M.,
1 and 4 P. M., wold 12 night via Jer. ey City and Camden; at 6 30 P. M. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
Philadel. bits Philadelphia.

From Pier No. 1 Novth Elver at 5 20 A. M. Accoommodation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, Agent.

Canden, William H, GATEMER,
6184

PHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILEOAD.

Commencing MONDAY, April 13, 1868, Trains will
leave Depot corner of BROAD Street and WASHINCOM Avenue as follows:

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

Express Train at 12-30 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3-30 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chasse's and Stemmer's Run.
Night Express at 11'00 P. M. (Dally) for Baltimore
and Washington, stopping at Perryville and Havrede-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Saaford, Saliabury, Princess Anne, and
connecting at Cristield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via
Baltimore will take the 12-00 M. Train, Via Cristield
will take the 11-00 F. M. train.

will take the 11 to P. M. train.
WILMINGTON TRAINS.
Stopping at all, stations between Philadelphia and Wilmington.
Leav Philadelphia at 11°00 A. M., 2°30, 5°00, 7°00, and 11°30 (asily) P. M. The 5°00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 5:10 A. M. (daily), 1:30 4:15 and 7:30 (daily) P. M. The 8:15 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mali; 9:40 A. M., Express; 2:25 P. M., Express; 6:35 P. M., Express; 8:55 P. M., Express; 8:56 P. M., Expre

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:— 675 A. M. Mail Special Excursion

Mail
Freight, with passenger car.
Express (through in two hours).....

Sunday Mail Train to Atlantic, Leaves 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. 625 URESNUT Street.

D. H. MUNDY, Agent, PHILADELPHIA AND ERIE BAILROAD.

BUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
ELEGANT SLEEPING OARS on all Night Trains,
On and atter MONDAY, May 11, 1885, the trains
on the Philadelphia and Eric Rallroad will run as
follows:-

AUCTION SALES.

M. S. FOURTH Street. NOS. 139 AND 141

ELEGANT CILED WALNUT PARLOR AND LA-BRARY. DININ. ROUM AND COTCAME UAAMBER FURNITURE PIANO, POECE MIR-ROES, ELEGANT AXMINSTER, VELVET AND OTHER CARPETS; HANDSOME ONNAMENTS, etc., etc. On Friday Morning,
July 17th, at 10 c'clrck, at 1922 spring Garden sizest,
by catalogue, the elegant offed wainut parlor, library
dining-rom and cottage chamber furniture; fine toocal
seven or ave rosewood plano-forte, by Geo. M. Gulla
& Co. Bosten; oval pier mirrors, elegant Axmitister
velvet, Brussels and other cat pets; handsome bromse
and china cruaments, fine hair mattesses, bedding,
China and glassware, kitchen furniture, etc.

NEAT HOUSEHOLD FURNITURE, BRUSSELS

CARPETS, ETC.

On Monday Moroling,

July 20. at 16 o'clock, at No. 220 S. Twenty-first atreet by catalogue, the entire parlor, diving room, and chamber furniture; hair is attressee. fine B nasels and ingrain carpers etc., in use but a short time, and in excellent order, Also the kitchen furniture.

7 16 31

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

Sale at No. 1110 Cheanut street.

Bale at No. 1110 Cheanut street.

HANDSOME FURNITURE, 4 RO-EWOOD PI ANO.
FORTES, LARGE REFRIGERATOR, MANTEL
AND PLER GLASSAS BRU-SELS AND INGRAIN CARPEIS, HINA, ETO.

July 17, at 9 o'clock, at the Auction Store, No. 1110
Cheanut street, will be sold, a large assortment of Superior New and Second-band Pousehold Furniture,
comprising Parior suits in brocatelie, r-ps, and hair
coth: Lib ard Suits in striped and plain reps and hair
cloth: Lib ard Suits in striped and plain reps and hair
cloth: Lib ard Suits in striped and plain reps chamber Suits finished 1° oil, with wardrobes etc, to
match: Dininw-room furniture in oak and walnut,
etc. Also, book-cases, office-tables, Brussels and ingrain carpets, etc.
Also, trosewood plano-fortes,
Aso, large next closet and ice-chest, and fixtures
suitable for a provision store, nearly new. 7 15 24
FIREPROOF CHEST.—Also, one Evans & Walson
fireproof chest.

GASE OF STUFFED BIRDS,—One large case of legen stuffed birds. SEWING MAUHINES -One Ladd & Webster sew-

Bale at No. 924 Spring Garden street.

FIXTURES OF A CONFECTIONARY AND ICECREAM SALOON; ALSO, HOUSEHOLD FURNITURE.

NITURE.

On Saturday morning.

July 18, at 10 o clock, at No. 928 Sp ing Garden steet, will be said the Fixtures of an Ice-cremm Salcon, comprising came and fixtures, tables and chairs, counter and show-case, caused fruits and

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

LIPPINCOTT, SON & CO., AUCTIONEERS.

BUNTING, DURBOROW & CO., AUCTIONS
DEF OF BACK Street, Successors to John B. Myers & Co. MARTIN BROTHERS, AUCTIONEERS, No. 529 CHESNUT St., rear entrance from Minor.

AMUSEMENTS.

CONCERT AT GERMANTOWN.

THE YOUTHFUL PIANIST. Begs to announce that.
On next THURSDAY EVENING July 16, he will give a Vocal and Instrumental Concert at the
TOWN HALL GERMANTOWN,
Assisted by ETTORE BASILI, his father and
teacher. Miss NATALE, of New York,
Several amateurs and some pupils of his uncle,
who will preside at the Plano.
Admission, \$1.

Admission, \$1. Tickets for sale at the usual places.

OOLEY'S OPERA HOUSE, SEVENTH
Street, below Arch.
LAST WEEK OF THE SUMMER SEASON.
THE BEST BILL EVER OFFERED.
R. M. Carroll in his Great Specialities.
Great Hit of the Lugard Burleaque.
WEDNESDAY, JULY 15,
BENEFIT OF ARCHY HUGHES.
The FALL and WINTER SEASON will commence
Monday, September 7. With Hooley's Minstreis, 7 15 66

FOX'S AMERICAN VARIETY THEATRE.—
EVERY EVENING AND SATURDAY
AFTERNOON.
GREAT COMBINATION TROUPE,
in Grand Ballets, Ethlopian Burlesques, Bongs,
Dances, Pantomimes, Gymnast Acts, etc

HORTICULTURAL HALL - ENGELKE'S to 6 P. M. FISCHER'S Ice-cream served in the Foyer. Admission. 25c

tickets, \$1:46 tick ets, \$5.

CARRIAGES.

GARDNER & FLEMING

CARRIAGE BUILDERS. No. 214 SOUTH FIFTH STREET,

BELOW WALNUT.

An assortment of NEW AND SECOND-HAND CARRIAGES always on hand at REASONABLE PRICES. 65 fmw6m

DYEING, SCOURING, ETC.

ERENCH STEAM SCOURING.

ALBEDYLL, MARX & CO.2 SO. 132 SOUTH ELEVENTH STREET

AND NO. 510 BACE STREET. [810 mw

INSTRUCTION.

STEVENSDALE INSTITUTE. BOARDING SCHOOL FOR YOUNG LADIES, Terms-Board, Tuition, etc.-per scholastic year, \$500 NO EXTRASL

Circulars at Messrs. Fairbanks & Ewing's, No. 718 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 RUBBER TRUSS,"
rectly applied will cure and retain with ease the most
difficult rupture; always clean, light, easy, safe, and
comfortable, used in bathing, fitted to form, never
rusts, breaks, soils, becomes limber, or moves from
place. No strapping, Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladies
suffering with Female weakness, will find relief and
perfect support; very light, neat, and effectual. Pile
Instruments Shoulder Braces, Elastic Stockings for
weak limbs, Suspensions, etc. Also, large stock beat
Leather Trusses, balf usual price. Lady in attendasuce.

GAS FIXTURES.

G AS FIXTURES.—
MISKEY, MERRILL & THACKARA,
No. 716 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, sto., etc.,
would call the stientien of the public to their large and
elegant assortment of Gas Chandellere, Pendants,
Brackets, etc. They also introduce gas-pipes into
dwellings and public buildings, and attend to extending, altering and repairing gas-pipes.

All work warranted.

UNITED STATES REVENUE STAMPS.—
Frincipal Depot, No. 504 GHENNUT Street.
Central Depot. No. 163 S. FIFTH Street, one door below.
Chesnut. Established 1862.

Revenue Stamps of every description constantly on