#### A MORNING AMONG AUTOGRAPHS:

BY WILLIAM YOUNG.

Before citing any further extracts from Mr-Old's collection, a few more words may be fitly bestowed upon it as a whole. The autographs, then, set apart in groups, illustrated by extremely choice portraits, and chronolologically arranged, number one thousand. Two or three hundred besides-that may be termed miscellaneous, though possessing in some instances a rare interest-await the acquisition of the requisite engravings, and have not yet fallen into their places. The collection, properly so called, is contained in twelve large portfolios. Eight of these are devoted to the British series; two to the French, from the period of Louis XI to that of Louis XVIII; one to the German, between the reigns of Maximilian I and Joseph II inclu-Sive; and one to the Italian and Spanish, the latter of which commences with Charles V and comes down only to the era of Ferdinand VI. This covers, however, the Spanish occupation of the Low Countries, and offers therefore a rich field for gleaning. The British series, filling, as I have said, eight portfolios, is thus subdivided and grouped; five portfolios are given up to the sovereigns, statesmen, military, and naval commanders, and other personages usually designated as historical; two to celebrities in Literature, Science, and the Arts; one to priests and divines, a numerous and important class. With very few exceptions-and these generally of the most remote date-the letters are holograph, that is to say, written entirely by the hand of the signer. One cannot expect, indeed, to find manuscripts at length from the pen of Henry VII, or Louis XI, or Charles V; but mere signatures, as a rule, would be but lightly esteemed by your genuine col-lector of autographs. Indeed, I came to the conclusion that Mr. Old, in exercising his judgment, had been very much influenced by the character, so to say, of the letter or document that he acquired. Light is thrown in some cases, upon doubtful points in history; in others upon the motives that have influenced men of mark in their doings at critical moments, or on occasions that have been variously interpreted by commentators. This will be shown, I cannot but think, in a few more citations; and to these I hasten back for the reader's entertainment, seeing that generalities soon tend to be wearisome. A bill of fare is 'no criterion of the excellence of a restaurant. You may be struck with the brilliant air of an evening assembly; but how soon does the eye settle down upon individual

her, and not she for them. But now comes in reality what the French call the embarrassment of riches. The intellectual treat is of so high an order, that one is fairly puzzled which way to turn. In compliment, nevertheless, to the scholarly tone of Putnam's Magazine, let us turn at the outset to Alexander Pope. Thus does he conclude a letter to Dr. Oliver, dated 28th August, 1743, the year before his death—his courtly faith in medical science not exonerating him from the common lot of mortality: -

attraction! You care not to speculate on the

height or breadth of the saloons; you wonder

rather, or inquire, who may be the tall blonde

promenading round the room-who the hand-

some little woman seated apart in a corner, with lily complexion and expressive features,

with classic head faultlessly posed on faultless

shoulders, wearing a perfect costume as though

none other would fit her, and carrying a wealth

of ornament as though gems were made for

Pray make my compliments to Dr. Hartley, as I shall yours to Dr. Mead. I have had such obligations to the next of your Faculty during my whole life, that I wish all others, both my friends and my enemies, were their patients, in which I show that I wish well to my friends, and be all to my create their patients. and not ill to my enemies. That every physical and moral evil may be far from you is the philosophical prayer of, Dear sir,

Your very obliged and very affectionate ser-

Jonathan Swift's character has been extensively discussed, of late. Here is a strong testimonial in his favor, given in a letter from Sir William Temple to Sir Robert Southwell, dated 29th March, 1690. It seems to have served as an introduction and recommendation of Swift to the care and patronage of Sir Robert.

Hee has lived in my house read to me, writt for me, and kept all accounts, as far as my small occasions required. Hee has Latine and Greek, writes a very good and current hand, is very honest and diligent, and has good friends, though they have for the present lost their fortune in Ireland; and his whole family having been long known to me, obliged mee thus farr to take care of him. If you please to accept him into your service, either as a Gentleman to wait on you, or as Clerk to write under you, and either to use him so, if you like his service, or upon any Establishment of the Colledge to recommend him to a Fellowship there, which he has a just pretense to, I shall acknowledge it as a great obligation.

Here is a bit from David Garrick, that almost rivals Edmund Kean's expression, "The pit rose at me." Writing to his brother, George Garrick, on the 12th April, 1776, he

"Last night I played 'Drugger' for the last time. The Morning Post will tell you the whole of that night. I thought the audience were mad, and they almost turned my brain."

In an age when lordly patronage was considered, by authors and artists, au essential passport to public favor, it is curious to find Hogarth thus satirizing the system that prevailed. What follows is a copy of an undated paper in his handwriting, headed "The No Dedication":-

Not dedicated to any Prince in Christendom, or fear it should be thought an idle piece of arrogence.
Not dedicated to any man of quality, for fear

It might be thought too assuming.

Not dedicated to any learned body of men, as either of the Universities, or the Royal Society, for fear it might be thought an uncommon piece Not dedicated to any one particular friend, for

fear of offending another.

Therefore dedicated to Nobody.

But if, for once, we may suppose Nobody to be
Everybody, as Everybody is often said to be Nobody, then is this work dedicated to Everybody, by their most humble and devoted.

I might have made copies of holograph epistles from John Evelyn, Jeremy Taylor, Abraham Cowley, Edmond Waller, Lady Dorothy Sunderland, known as Waller's "Sacharissa," John Dryden, John Locke, Sir Isaac Newton, Matthew Prior, Joseph Addison, Sir Richard Steele, Henry Fielding, Lawrence Sterne, Samuel Johnson, James Boswell, Oliver Goldsmith, Sir Joshua Reynolds, David Hume, Edward Gibbon, Thomas Gray, Wil-Ham Cowper, William Wordsworth, or Samuel Taylor Coleridge—I might, I say, have transferred to my note-book, for use in these pages, the whole or parts of letters penned by these notable persons, and by others who are naturally grouped with them. But I bore this fact in mind, with reference to those whom literature has made famous; we are familiar with their style, and with an infinity of their thoughts. One does not, therefore, in regarding their correspondence, feel the same sense of gratified cariosity, as in being brought face to face, as it were, with those whose actions have tended to the making of history, but whose spoken or written words are comparatively unknown or scarce. Thus I confess to looking with profoundest interest at letters from Sir Philip Sidney and Sir Walter Raleigh, treasures that few private collections can boast. One from the former I quote at length, as a sample of

phraseology that appears quaint in these days. The seal is broken, whereas generally in these antique missives the seal remains intact, while the silk that was secured by it has been cut. The writing, on foolscap paper, is in a fine clerkly hand; and the signature is low down on the page, connected with the main body by a line such as one sees in account-books, when the entered items on either side do not correspond in number. This peculiarity was common before this period, and was continued for very many years. The letter itself runs thus:-

To the
right honorable my very good Lorde the Lorde
Burghley—Lorde Hy Trensorer of England
Righte honorable my singular good Lorde
Sir Nicholas Bagnoll do the requeste my numble letters to vour L. for the som of to-nundred
pounde out of the trevsure, with he for his necessities dothe desyre to receave here and to
pay at his cominge toto Irelande I do take it
that there is as muche due unto him, and besydes I know the creddit my father hathe in
him, doine stretche to a matter of greater
importance, so that thus furr these few lynes
shall only serve, bumbly to advertise your L.
that I holde it for assured my father will be
very weil satisfied withe it furdred can not
proceede, but referringe it holy to your Lorde
ships goodnes humbly leave your L. to the
protection of the Alimightie.
Frome Leysternouse this sih of Februarie Frome Leysternouse this 8th of Februarie

Your Lys moste humbly at commandement. PHILIPPE SIDNEY.

The remarkable letter that I next proceed to cite, has indeed been published—but only in the Archeologia of the Society of Antiquaries, having been read at one of their meetings while it was in possession of the Tyrr family, of Shotover, in Oxfordshire. It was written probably in 1610, to Sir Walter Cope, Governor of the Tower, while Sir Walter Raleigh was a prisoner therein. It is on a foolscap sheet, much frayed and very dirty. The writing is neat. The superscription is: "To my very worthy friend Sir Walter Cope Knight." The following is a copy:— Sir Walter Cope. You are of my old acquayn-

tance, and were my familier friend for many yeares, in web time I hope you cannot say that ever I used any unkind office towards you. But our fortunes are now changed, and it may be in your power greatly to bynde me unto you, if the bynding of a man in my estate be worth anything. My desire unto you is, that you will be pleased to move my Lord Treasorer in my behalf, that by bis grace my wife might agayne be made a prisoner with the same of the plant of the contract. prisoner with me, as she hath blue for six yeeres last past. She being now devided from me, and thereby, to my great impoverishing. I am driven to keip two howses. A miserable fate it is, and yet great to me, who, in this wretched estate, can hope for no other thing

than peacible sorrow.
It is now, and I call the Lord of all power to witness, yt I have ever bine, and am resolved, that it was never in the worthy hart of Sr Robert Cecyli (whatsoever a counceler of state and a lord treasorer of Ingland must do) to suffer me to fall, much less to perrish. For whatsoever termes it hath pleased his Lordship to use towards mee, wen might utterly despaire any bodie else, yet I know yt he spake them as a counceler, sitting in councell, and in com-pany of such as would not otherwise have bine satisfied—But, as Ged liveth, I would have bought his presence att a farr dearer rate than those sharp words, and these three moneths close imprisonment; for it is in his Lordship's face and countenance that I behold all ytre-maynes to me of comfort, and all the hope I have, and from weh I shall never be beaten, ill see the last of evills, and the dispaire web hath no healp. The shessings of God cannot make him crueil that was never so, nor prosperitie teach any man of so great worth to delight in the endies adversitie of an enemie, much less of him who in his very soule and nature can never be such a one towards him.

Sr, the matter is of no great importance (though a cruell destinie hath made it so to me), to desire that my wife may live with me in this unsavory place. If by your mediation I may obtayne it, I will acknowledg it in the highest degree of thankfallness, and restreddy in trew fayth to be commanded by you.

October the 9.

Come we down to a later period in English history and to an incident that is famous.

history, and to an incident that is famous. Here is a letter from James Stanley, Earl of Derby, to Prince Rupert, dated 23d March, 1643, but without mention of place, praying the Prince to send succor to the relief of Latham House, then beleaguered by the Parliament forces. A former attempt at aiding the garrison had failed; and the Earl states

"the time for effecting it by that means has passed, for the enemy is see close unto I house that it is impossible for that designe take effeet, which might have been some reviving of a distressed woman, whose only hope next the almightyes is in your highness help, for double reasons, see she hath tolde me in her Last Letter. I praise God bless and prosper yor highness, what ever becomes of me, such shall be the prayer of Your highness

Most unfortunate numble servant

DERBY." The "distressed woman" in the foregoing extract was the heroic Charlotte de la Tremoille, Countess of Derby, who also directly implored assistance from the same quarter. This her touching appeal-never published, 1 believe, heretofore—is written in a large bold hand on note paper. It has been folded up in long and narrow form, to be the more easily secreted on the person of its bearer. The two black wax seals are broken; nor are there, as is usual, any vestiges of the silk fastening that was once bound by them. The copy is exact: and the reader cannot fail to notice the cautions mixture of correct and incorrect rendering. For "wigain," one may read "Wigan;" and for "devent," "avant;" but the word "frayen" is a puzzle. Can it have been hastily written for "prayen," and can her Ladyship have thus conjugated the verb prendre? The whole runs thus:-

Monseigneur toute srieure je veins de resivoir les mitte vaisse nouvelles de la perte de wigain a 6 mille de saite plasse elle na teneu que deux heures et a este frayen mon mary etoit a 12 mille et devent qu'il peut estre prest de la secourir ils se cont rendeus an nom de dieu Monseigneur prenes pièle de nous et sy vous aparessez vous ponves reconquerir bien aysement et avec bien de l'honneur pour vostre altesse je ne say ce que je dis mes ayes pille de mon mary mes en cus et moy qui sommes perdues pour tout jamais sy dieu na pitic de nous et vostre altesse a qui je suis

Monseigneur tres humble et tres obeysente servente A ladhom ce i davril 1643.

For a youthful student of French it would be a pleasant exercise, to put this letter into correct terms, and to punctuate it in accordance with custom .- Putnam's Magazine.

## LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITYAND COUNTY OF PHILADELPHIA. Is the matter of the Assigned Estate of HARVEY S. (CDELL and ERASMUS KELLY, thading as FODELL a RELLY.

The Audi or appointed by the Court to audit, settle, and adjust the account of HENDAMIN L. TEMPLE, Assignee of said FODELL & KELLY, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the accountant, will meet the parties interested for the purpose of his appointment, on THE-DAY, July 28. A. D. 1868, at 10 o'clock A. M. at his office, No. 408 WALNUT Street, in the city of Philadelphia.

7 17 imwork WILLIAM D. BAKER, Auditor,

ESTATE OF ELIZABETH B. BIRD, Deceased. ESTATE OF ELIZABETH B. SIRD, Deceased,
PHILLADELPHIA, June 25, 1868.
Letters Testamentary upon the Estate of ELIZABETH B. BIRD having been granted to the undersigned, all persons having claims against said Estate
are requested to present them, and those indebted
to make payment without delay to
CHRISTIAN BIRD,
Nos. 606 and 607 ARCH Street.
Philadelphia.

# GAS FIXTURES.

A S F I X T U R E S.—
MISKRY, MERRILL & THACKARA,
No. 716 CHESNUT Street,
manufacturers of Gas Fixtures. Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assortment of Gas Chandellers, Pendanta,
Brackels, etc. They also introduce gas pipes into
dwellings and public buildings, and attend to extending, altering, and repairing gas pipes.

All work warranted.

### RAILROAD LINES,

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Rethlehem, Easton, Allentown, Mauch Ohunk, Hexiston, White Haven, Wilkenbarre, Mahanor City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lebigh and Wyoming Coal Region. dale, and all the points in the Lenia and Coal Region.

Coal Region.

Fassenger Depot in Philadelphia, N. W. corner of BFRES and AMERICAN STREETS.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAIN—On and after MONDAY, May 25, 1888, Passenger Trains leave the New Depot, corner of BERKE and AMERICAN Streets, daily (Sundays ex At 645 & M.—Accommodation for Fort Wash-

Al 645 A. M.—Accommodation for Fort Washington.

Al 745 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania saliroad, connecting at Bethiehem with Lehigh Valley and Lehigh and Susquehanna Ratiroads for Easton, Alteriovan, Catasanqua. Statington. Massch Chunk Wentherly, Jenusyllie, Hazieton. White Hayen, White Easter & Hugaton, Piteton, and all points in Lehigh and Wyoming Valleys, also in connection with Lehigh and Mahanoy Bailroad for Mananay City; and with Cataswiss Railroad for Rupert, Danyille Milton, and Willisonsport Arrive at Manano City; and With Cataswiss Railroad for Rupert, Danyille Milton, and Willisonsport Arrive at Manano City; at 2 P. M. Passengers by this train can take the Lehigh Valley Train; massing Bethiehem at 1155 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, suppling at all intermediate Stations. Passengers for stepping at all intermediate Stations. Passengers for Willow Grove. Hattoro' and Hartsville, by this train take Stage at Old York Road.

At 1070 A, M - Accommodation for Fort Washingtrein take Stage at Old York Road.

At 1970 A. M.—Accommodation for Fort Washington stopping at intermediate Stations.

At 1945 P. M.—Lebigh Valley Express for Bethlebem, Allestown, March Chunk, White Haven, Wilkesbarre, Harteton, Mahanoy City, Centralia, Shenandoah, Mt. Oarmel, Pittston and Scrauton, and all notits it Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Accommodation for iDoylessown, stopping at all intermediate stations.

At 235 P. M.—Accommodation for iDoylessown, stopping at all intermediate stations.

At 315 P. M.—Lebigh and Susquenania Express for Bethlebem. Easton. Allentown, Manch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take the train to Quakertown and for Sumneytown to North Wales.

At 415 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hattorn, and Hartsville take stage at Abington; for New Hope at Doylestown, At 500 P. M.—Through accommodation for Betalehm and all stations on msin line of North Pennsylvania Rahroad, connecting at Bethlehem with Lebigh Valley Lebigh and Susquehama Evening Train for Faston. A licentown Mauch Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1120 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA.

ton. TRAINS ARRIVE IN PHILADELPHIA.

Prom Bethlehem at 900 and 1105 A. M., 200
8-30 P. M. 8:30 P. M., and 2:00 P.M. Trains makes direct connection with Labigh Valley and Labigh and Susquebanna trains from Easton, Sgranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehen: at 6:05 P. M., and arrive in Philadelphia at 8:32 P. M.
From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.
From Fort Washington at 9:30, 10:45 A. M. and 3:1 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Doylestown for Philadelphia at 7:00 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Eifth and Sixth Streets Passenger Cars collvey pa
sengers 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 CLARE, Agent.
Tickets sold and Baggage checked through to prin cipal points, at mann's North Pennsylvania Baggage Extress Office. No. 108 S FIFTH Street.

WEST CHESTER AND PHILADELPHIA W KALLEGAD -SUMMER ARRANGEMENT.
-On and after MONDAY, April 18, 1868, Trains will leave as follows:— Leave Philadelphis from the Depos, THIRTY-FIRST and CHESNUT Streets, 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7 P. M., 11 P. M. M., 230 P. M., 435 P. M., 450 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depot
of plat Market Street at 635 A. M., 735 A. M., 735
A. M., 1045 A. M., 135 P. M., 459 P. M., 635 P. M.
On and after Monday, June B., an additional Train
will leave Philadelphia for Media and Intermediate
Points at 536 P. M.
Trains leaving West Chester at 735 A. M., and
leaving Philadelphia at 456 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
715 A. L. and going West will take train leaving
Philadelphia at 456 P. M., and transfer at B. C. Junction,

tion.
The Depot in Philadelphia is reached directly by
the Chesrut and a Walnut Street cars. Those of the
harket 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 41 A.M. and 5 00 P. M.
Trains leaving Philadelphia at 7 15 A. M. and 4 15 P. M. shd leaving West Chester at 7 20 A. M. and 4 20 P. M. shd leaving West Chester at 7 20 A. M. and 4 20 P. M. connect at B. C. Junction with Trains on P. & H. C. R. R. for Oxford and Intermediate points Fessengers are allowed to take Wearing Apparel only as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Supt.

Philadelphia, Aprilist, 1868. TOR CAPE MAY VIA WEST JERSEY RAIL-

Commencing SATURDAY, July 18, 1868. ing leave as follows for Cape May:

Trains leave as follows for Cape May:—

100 A. M., Cape May Express due at 12.25 (noon),

215 P. M., Cape May Express due at 12.25 (noon),

215 P. M., Cape May Express due at 12.25 (noon),

215 P. M., Cape May Express due at 12.25 (noon),

215 P. M., Cape May Express due at 12.25 P. M.

RETURNING LEAVE CAPE ISLAND,

120 A. M. Morning Man, due at 10.05 A. M.

100 P. M., Cape May Express, due at 12.77 P. M.

540 P. M., Cape May Express, due at 22.2 P. M.

Sunday Man and Passenger train leaves Philadelphia at 215 A. M. Returning leaves Cape Island at 510 P. M. Excursion Tickets \$3.

Cape May Freight trains leave Camden daily at 920 A. M., and Cape Island at 635 A. M.

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

Annual Tickets, \$100 (Quarterity Tickets, \$50, for sale at the office of the Company in Camden, N. I.

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

Transfer Company.
WFST JERSEY RAILROAD LINES,
For Bridgeton, talem, Millyllie, Vinetand, and intermed a estations, at 8:00 A. M. and 3:30 P. M.
For Cape May, 9:00 A. M., 3:15 P. M., and 4 P. M.
Woodbury Accommodation train at 6:00 P. M.
Bridgeton and Salem Freight Train leaves Camden (commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

July 2, 1868. PHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE-MENT.-On and atter MONDAY, April 18, 1868, trains will leave the Depot. THIRTY-FIRST and OHES-NUT Streets, West Philadelphia, as follows:-At 716 A. M. and 456 P. M., and leave Rieing Sun at . M. and Oxford at 6 A. M., and leave Oxford at

E-15 A. M., and Oxford at 6 A. M., and leave Oxford at 5-25 P. M.

A Market Train, with Passenger Cars attached, will rongon TUE-DAYS and FRIDAYS, leaving the Rising Sun at 11-5 A. M.: Oxford, 11-5 A. M.: and Kennett, 1 P. M.: connecting at West Chester Junction with a train for Pailadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2-36 P. M.; runs through to Oxford.

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

The train leaving Philadelphia at 4-50 P. M. runs to Rising Sun, his syland.

Pa-sensers are allowed to take wearing apparel only as baggage, and the Company will uct in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

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THEROUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now ron as follows, viz.:—
FOR NEW YORK, without change of cars.
Leave daily (except sunday) at 746 A. M., 12'30 and 7 P. M. FOR PHILADELEGY.

Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:56 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 daily.

Terough Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers and Brokers' Telegraph Line, No. 34s Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent.

225†] GEO F. EOONTZ. Agent. Washington.

HAST FREIGHT LINE, VIA NORTH BERNEYLVANIA RAILROAD, to Wikesburre Mahanoy City, Mount Carmel, Centralia, and all points on Lebigh Valley Railroad and its

branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise sousigned to the above named points.
Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will remit Wilkesbarre, Mount Carmel, Mnhanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

[7 22] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 120 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.

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## RAILROAD LINES.

READING RAILROAD,-GREAT TRUNK FADING KAILRUAD,—GREAT TRUESS.

LINE from Philadelphia to the interior of Fennsylvania, the Schuylkili, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 1, 1888, leaving the Company's Depot, Thirteenth and Callowhili streets, Philadelphia, at the following hours:—NORNING ACCOMMODATIONS.—At 739 A. M., for Reading and all intermediate stations, and Allentown. for Reading and all intermediate stations, and Alientown.

Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Poitsville, Pine Grove, Iamaqua, Sunbirry, Williamsport, Eimira Rochester, Ningara Falia, Buffalo, Wilkeebarre, Pitaton, York, Carlisle, Chanbersburg, Hagerstown, etc.

The 7:40 train connects at Reading with the East Pennsylvania Ralirond trains for Allentown, etc., and the 8:15 A. M. connects with the Lebanon Valley train for Harri-burg, etc., at Port Cinton with Catawissa Ralirond trains for Williamsport, Lock Haven, Emira etc.; at Harrisburg with Northern Central, Comberiand Valley and Schuykill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg Pinegrove etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3:35 P. M. for Reading, Pottaville Harrisburg, etc. connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN A COMBODATION.—Leaves Pottstown at 8:46 A. M., stopping at intermediate stations arrives in Philadelphia at 9:55 A. M. Returning leaves Philadelphia at 4:50 P. M.; arrives in Pottstown at 6:38 P. M. Philadelphia at 4 % P. M.; arrives in Pottstown at 8 % P. M.;
READING ACCOMMODATION—Leaves Reading at 7 % A. M., stopping at all way stations; arrives in Philadelphia at 10 h A. M., keturning, leaves Philadelphia at 5 % P. M.; arrives in Reading at 8 % P. M.; arriving at Philadelphia in 8 % P. M.; arriving at Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 % P. M.; arriving at Philadelphia at 6 % P. M.; arriving at Philadelphia at 8 % P. M.; arriving at Reading with Alternoon Accommodation south at 8 % P. M.; arriving in Philadelphia at 9 P. M. Connecting at Reading with Alternoon Accommodation south at 8 % P. M.; arriving in Philadelphia at 9 P. M. M. Market train, with a Passenger car strached, leaves Philadelphia at 12 % noon for Pottsville and all way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains foundally, Sundays excepted, Sunday trains leave Pottsville at 8 % A. M., and Philadelphia 8 % A. M., returning from Reading at 4 % P. M. CHESTER VALLET RAILROAD,—Passengurs

M. HESTER VALLEY RATEROAD.—Passengers r lowningtown and interpredicts points take the a A. M., 1875 and 470 P. M. trains from Philadellia returning from Downingtown at 670 A. M., 1700, d 575 P. M. phila returning from bowalngtown at 678 A. M., 170, and 545 P. M.

I Shiki lonken Rail Road,—Passengers for Collegeville take 770 A. M. and 430 F. M. trains from Philadelphia, returning from Collegevillea 770 A. M. and 430 F. M. trains from Philadelphia, returning from Collegevillea 770 A. M. shad 139 P. M. Stage lines for various points in Perkionen Valley connect with trains at Collegeville.

New York EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 1610 F. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williams port, Rimira, Baltimore, etc.

Returning, Express Train leaves Harrisburg at 3 and 570 A. M., 935 P. M., passing Reading at 449 and 766 A. M., and 1640 P. M., arriving at New York, 1040 and 1645 A. M., and 550 P. M. Steeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 840 A. M. and 250 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHROAD.—Trains leave Pottsville at 650 1100 A. M., and 740 and 435 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL—

SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD.—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:45 P. M. for Pine-grove and Tremont: returning from Harrisburg as grove and Tremont: returning from Harrisburg at 2:55 P. M., and from Tremont at 7:40 A. M., and 5:35

P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Cauadas.
Excursion Tickets from Palladeiphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates.

and Pottstown: Accommodation Trains, at reduced rates,
Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Kerding and Pottstown Accommodation Trains at reduced rates.
The following tickets are obtainable only at the Office of S. Bracdord, Treasurer, No. 237 S. Fourth street. Thiladelphia, or G. a. Nicholis, General Superintendent, Krading.
Communicion Ticket at 25 per cent, discount, between any points desired, for infiller and firms.
Mileage Tickets, good for 2000 miles, between alpoints, at 56250 each, for families and firms.
Ecason Tickets, for thrag, six, nine, or twelvements, for holders only. To all points at reduced rates. rates.

Gergymen residing on the line of the road will be formined with cards, entitling themselves and wive

Grishind with cards, entitling themselves and wives to tickets at hal fare.

Excursion fickets from Philadelphia to principal stations, good for Sain day, Sanday, and Monday, at record are, to be that only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Gross of all descriptions for warded 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., 12-15 noun, and 6 P. M., for Reading, Leonnon, Harrisburg, Pottsville, Port Clinton, and all points beyond. Mails close as the Philadelphia Post Office for all pieces on the road and its branches at 5 A, M, and for the principal stations only at 2 h P. M. BAGGAGE.—Dungar's Explose will collect Baggage for all trains leaving Finhadelphia Deput, Orders can be left at No. 22 S. Fourth attest, or at the Deput, Thirteen(Fand Callowhill atreets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING REFECT MAY II 1868
The trains of the Pennsylvatia Central Radicad leave the Pepot, at THIRTY-FIEST and MARKET Streets, which is reached directly by the Market Streets are the last car connecting with each train leaving Front and Market streets thirty minutes nefore its cepartore. The Chesnut and Wainut Effects 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. and Market streets thirty-live minintes before the dis-parture of each train.

Sleeping Car Tickers can be hed on application at the Ticket office N. W. corner Ninth and Chesnut Bircels, 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.

TRAINS LEAVE DEPOT, VIZ:—

806 A. M.

Mail Trains LEAVE DEPOT, VIZ:—

Mail Trains LEAVE DEPOT, VIZ:—

Mail Train 800 A, M.
Paol Accommodation, No. 1. 100 A, M.
Paol Accommodation, No. 1. 100 A, M.
Eric Express. 1700 M.
Eric Express. 1700 M.
Harrisburg Accommodation 210 P, M.
Harrisburg Accommodation 210 P, M.
I ancaster accommodation 400 P, M.
I ancaster accommodation 400 P, M.
Cinchinett Express. 800 P, M.
Cinchinett Express. 800 P, M.
Eric Mail 1115 P, M.
Priliacelphia Express leaves daily, All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets mont be procured and begasse delivered by 5 00 P. M., at No. 116
Market streets. 1736 A, M.
Cinchinett Express. 136 A, M.
Cinchinett Express. 136 A, M.

Fast Line.
Lancaster Train.
Eric Express. 

General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RALLROAD—TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 16, 11, 12 A, M., 1, 2, 34, 35, 4, 5, 55, 6 10, 7 8 2, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 320, 2, 10, 11, 12 A, M., 1 2, 8 4, 45, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 2, Down Train, and 35, and 55, Up Trains will not stop on the Germantown Branch,
ON SUNDAYS.

Leave Philadelphia 91, A. M., 2, 7, 104, P, M.

Leave Germantown 83, A. M., 1, 8, 94, P. M.

Leave Philadelphia 93, A. M., 1, 8, 94, P. M.

1 eave Chestnut Hill 716, 8, 940, and 1110 A, M., 140, 540, 540, 640, 840, 840 and 1040 P, M.

Leave Philadelphia 95, A. M., 2, 2nd 7 P, M.

Leave Chestnut Hill 750 A, M., 1240, 540, and 925 P, M.

Leave Chestnut Hill 750 A, M., 1240, 540, and 925 P, M.

EOR CONSHOHOCKEN AND NORRISTOWN.

Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 8, 7%, 9, and 1105 A. M. 12, 3, 43, 5%, 64, 805 and 112 P. M.

Leave Norristown 540, 7, 750, 9, and 11 A. M., 1%, 3, 42, 63, and 8% P. M.

Leave Philadelphia 8 A. M., 230 and 715 P. M.

Leave Philadelphia 8 A. M., 230 and 715 P. M.

Leave Philadelphia 6, 7%, 9, and 1105 A. ... 134, 3, 45, 52, 63, 805, and 113 P. M.

Leave Philadelphia 6, 7%, 9, and 1105 A. ... 134, 3, 45, 55, 63, and 9 P. M.

Leave Manayunk 610, 7%, 820, 9%, and 11% A. M., 2, 3%, 5, 65, and 9 P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

Leave Manayunk 75, A. M., 6 and 95, P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

C'ET THE BEST-THE HOLY RIBLE-HARD
Ing's Editions-Family, Pulpit and Pocket Bible
in beautiful exples of Turkey Morocco and autique
bindings. A new edition, arranged for photographic
pertraits of families.
WM. W. HARDING, Publisher,
UNO. SECCHERNUT Excest below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENT'S RAILROAD COMPANY LINES, FROM PILLADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARF.

A15-28 A. M., via Camden and Amboy Accommod At 5 A. M., via Camden and Jersey Chy Ex-At 2 P. M., via Camden and Amboy Express., 200
At 2 30 P. M., via Camden and Jersey Ony Ex. At 5 P. M., for Amboy and intermediate stations, At 5 P. M., for Amboy and intermediate stations, At 5 mo and 8 A. M., 2 and 3 m P. M., for Freehold, At 8 and 10 A. M., 2, 3 a and 4 a D. P. M. for Treuton, At 5 m, 8, and 10 A. M., 1, 2, 3, 3 m, 4 m, 8, and 11 m P. M., for Bordentown, Burlington, Beverly, and

P. M. for Bordentown, Burilagton, Beverly, and Delaute.
At \*20 and 10 A. M., 1, 2, 3, 3-30, 4-20, 6, and 11-20 P. M., for Florence.
At 5-30 and 10 A. M., 1, 3, 4-30, 6, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyra, 2 P. M. for Riverton and 3-20 P. M. for Palmyra.
At 5-30 and 10 A. M., 1, 3, 4-30, 6, and 11-30 P. M. for Fish Edge. At 520 and 10 A. M., 1. S, 430, 6, and 1130 P. M. for Fish Bouse.

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

FROM KENELNGTON DEPOT.

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

At 7 and 11 A. M., 230, 340, and 5 P. M. for Trenton and Bristol. And at 1015 A. M. for Bristol.

At 7 and 11 A. M., 230, and 6 P. M. for Morrisville and Tollytown.

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

At 7 and 1918 A. M., 230, and 5 P. M. for Schences and Eddington

At 7 and 1918 A. M., 230, 5, 5, and 5 P. M. for Schences and Eddington

At 7 and 1918 A. M., 230, 4, 5, and 6 P. M. for Cornewells, Torrisdale, Helmesburg, Tacony, Wissinoming, Bridesburg, and Frenkford, and as 8 P. M. for Holmssburg and intermediate stations.

FROM WEST PHILLADELPHIA DEPOT,

via Connecting Ratiway.

At 930 A. M., 120, 630, and 12 P. M. New York Expires Lines, via Jersey Chy. Fare \$225.

At 1 A. M., Emigrant Line, Fare, \$2.

The 930 A. M., and 230 P. M. Lines will run daily, All others, Sundaya excepted.

At 926 A. Bl., 530 and 12 P. M. for Treaton,

At 326 A. Bl., 530 and 12 P. M. for Bristol,

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's Eddington Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Franklerd.

For lives leaving Rensington Depot take the cars on Third or Fifth streets, at the substreet as minutes before detarring. The cars on Market street Hailway run direct to West Polladelphia Depot, Chesnut and Walmit within one square. On Smidays the Market street cars wall run to contem with the 930 A.M. and 630 P.M. lines.

BELVIDERE DELAWAGE RAILROAD LINES.

At 7:00 A. M. for Nissgara Fails, Buffalo, Dunkirk, Bimira, Linaca, Owego, Rochester, Bimghamton, Oswego, Syracine, Great Band, Montrose, Wilkenbarre, Schooley's Mountain, etc.

At 7:00 A. M. and 375 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line concects direct with the Trial leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
Als A. M., I, and S. 15 P. M., for Merchanssville, Moorestown Hartford, Masonville, Hainsnort, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At I and 4 P. M., for Lewistown, Wrightstown, Cocletown, New Expri, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

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

Tickets sold and baggage checked direct through to Boater, Workenter, Springleid, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utlea, Rome, Syracuse Rochester, Buffalo, Niagara Falis, and Sustension Bridge.

An excitional Ticket Office is located at No. 828 Chesons street, where Tickets to New York and all imperiant points North and East may be procured. Fersons 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 ir. in foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer ey City and Cam-cet; 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 Hinderichia,
Frem Pier No. 1 North Hiver at 5-30 A. M. Accomrodation, and 2 P. M. Express, via Amboy and
anden, WILLIAM H. GATZMER,
Avent. HILADELPHIA, WILMINGTON AND BAL

THE ADELPHIA WILMINGTON AND BAL
THAE TABLE,
omercheing MONDAY, April 13, 1828. Trains will
have begot corner of BROAD Servet and WASHLINGTOP Avenue as follows:
Why Mail Brannat 830 A.M. (Sundays excepted)
for Estimora, stopping at all Regular bettons, connoting with Delaware Rathroad at Wilmington for
Crist's on and Internaciance Stations.
Expess Train at 200 M. (Sundays excepted) for
rantimore and Washington, stopping at Whalington,
Perryville, and Havre-de-Grace. Conneces at Wilmilation with train for New Castle.
Express Train at 30 F. M. (Sundays excepted) for
Philipare and Washington, stopping at Cheater,
Thurlow, Linwood, Chaymont, Wilmington, Newpork,
Santon, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grade, Aberdeen, Perryman's,
Eagewood, Magnolis, Chase's and Stammer's Run.
Night Express at 1100 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, Middlelown, Clayton, Dover,
Barrington, Senford, Sahabury, Princess Aune, and
connecting at Cristleid with Boat for Fortress Monroe, Noriois, Portsmouth, and the South.

1 assengers for Footress Monroe and Noriolk via
Battington.

WILMINGTON TRAINS,
Stopping at all stations between Philadelphia and
Wilmington.

Leve Philadelphia at 1700 A. M. 230, 500, 700,

mington.

Philadelphia at 11°00 A. M., 2°30, 5°00, 7°00,

11° o(daily) P. M. The 5 00 P. M. Train connects

Delaware Railroad for Harrington and intermediate firstions.

Leave Wimington 7:00 and 8:16 A. M. (daily), 1:30 4:16 and 7:30 (daily) P. M. The 8:15 A. M. Train will not top between Cheater and Philiadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall, 9:40 A. M., Express, 2:26 P. M., Express, 8:55 P. M., Express, 8:55

Express, 220 P. M., Express; 6°35 P. M., Express; 8°36 P. M., Stopping at Havre-de-Graco. Perryville, and Wimbington. Also stops at North-East, Elkton, and Newark to take pussengers for Paliacalphia and leave passengers from Washington or Battimore, and at Chester to leave passengers from Washington or Battimore.

Through tickets to all points West, South, South-West, may be procured at the Ticket Office, No. 825 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their yealdance by the Union Transfer Company 45? HORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC BAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. 

Express (through in two hours). 2.06 P. M. Atlantic Accommodation. F15 P. M. Beturning, leave Atlantic

Special Excursion. 5.18 P. M. Mail. 4.20 P. M. Freight, with pursenger car. 11.40 A. M. Express (through in two hours). 7.10 A. M. Accommodation. 5.00 A. M. Junction Accommodation to Areo and intermediate significant for the Areo and intermediate significant to Areo and intermediate sintermediate significant to Areo and intermediate significant to A

Sunday Mail Train to Atlantic, Leaves Vine street...... Leaves Atlantic..... Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, 33.

The Philadelphia Local Express Company, No. 625 (HESNU: Street, will call for has gage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent,

DEILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE, Philadelphia, Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamspore, to the Northwest, and the Great Oil Region of Pennsylvania.

LLEGANT SLEEPING CABS on all Night Trains. On and after MONDAY, May 11, 1888, the trains on the Philadelphia and Eric Railroad will run as follows:

follows—

Wastwasd,

Mail Train leaves Philadelphia.

" leaves Williamsport.

" arrives at Erle.

Erie Express leaves Philadelphia.

" arrives at Kris.

Elmira Mail leaves Williamsport.

" arrives at Kris.

Elmira Mail leaves Williamsport.

" arrives at Lock Haven...

Estrives at Lock Haven...

But arrives at Lock Haven... 11°15 P, M 8°20 A, M 8 50 P, M 12 00 0000 8°50 P, M 10 05 A, M 8°00 A, M 6°28 P, M 7°45 P, M

Mail Train leaves Erie.
leaves Williamsport.
arrives at Philadelphia. 11'00 A. M. 10'15 P. M. 7 10 A. M. 7 10 P. M. 8 15 A. M. 5 00 P. M. and Alle-111

AUCTION SALES.

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

Peremptory Sale on the Premises.

12: VERY DESIRABLE COTTAGE SITES, CAPE
MAY, NEW JERFEY.

On Baturday.

July 24, 1848, at 11 O'clock, will be sold at public sale,
without reserve, on the premises, 123 very desirable Cottage Sites, See plans.

Take the 6 o'clock A. M. train, Market street wharf.

Sale on the Premises.

PANISOME COTTAGE ANSIDENCE AND FURNITIPES, STABLE AND COACH HOUSE AND LARGE LOT.
Corner of Cottage and South streets, Cape Island, N.
J., opposite Congress Hall. Lot to by 200 feet.
On Saturday,
On Saturday,
on the premises, 724 it MARTIN EROTHERS, AUCTIONEERS,— (Lately Saleshier for M. Thomas & Sons) No. 525 CHES NUT St., Year entrance from Minor.

VERY SUPERIOR WALNUT SHORT CARPETS,
HANDSOME WALNUT BUOK CASE, HANDFONE SHIPSELS AND VELVET CARPETS,
BUFERIOR SEWISCOMACHINES, ETC.

On Monday Morning.
At 10 o'clock, at the Auction Rooms, by catalogue—
Very desirable sprinture, including—Superior walnut
parior furniture, handsome wainut chamber furniture, superior deling-room furniture, elegant walnut
secretary and book-cases, handsome veivet and Brussels carpete, superior sewing machines, two fine showcases, large counterstables, walc at office tables, superior extension tables, thing spring mattresses, large
quantity superior warnut and oak cane-seat diningroom and chamber chairs, etc.

THOMAS BIRCH & SON, AUCTIONEERS
CHESNUTStreet; rear entrance No. 1107 Sansom et. C. D. McClelland & Co.), Auctioneers, No. 506 MAR-RET Street

L IPPINCOTT, SON & CO., AUCTIONEERS, BUNTING, DURBOROW & CO., AUCTIONS
REFER, NOR 222 and 234 MARKET Street, CORE
REF Of Bank street. Successors to John B. Myers & Cul

### STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED NOTICE.—THE UNDERSIGNED

wonid call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

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

Those in want or a commiste Heating Apparatus would do well to call and examine the Golden Eagle, CH arlies Williams.

Kos. 1132 and 1134 Market Street.

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

N. 8.—Jobbins of all kinds promptly done. 5 105

Stoves, Low Down Grates, Vendators, etc., always on hand. N. B.—Jobbing of all kinds promptly done. 510 THOMPSON'S LONDON KITCHENER,

THOMPSON'S LONDON KITCHENER,
OR EUROPEAN RANGE, for Families,
Hotels, or Public Institutions, in TWENTY
DIFFERENT SIZES. Also, Philadelphia
Rarges, Hot Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Sewhole Plates, Boilers, Cooking Stoves, etc., wholesale
and retail, by the manufacturers
SHARPE & THOMSON,
127 stu th 6m No. 229 N. SECOND Street.

#### RAILROAD LINES.

DALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are
now run as follows, viz.—
FOR BALTIMORE.
Leave daily, except Sunday, at 700, 745, and 1230 P.
M., and 230, and 430 and 845 P. M.,
FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 700 A. M., and 200
and 845 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS
Leave at 625 and 700 A. M., and at 200 and 435
P. M.
FOR ANNAPOLIS.

P. M. FOR ANNAPOLIS.
Leave at 7 °C A. M. and 4 °C P. M. No trains to or from Annapolis on Sunday.
ON SUNDAY.
FOR BALVIMORE.
Leave at 7 °C A. M., and 4 °C and 8 °C P. M.
FOR WAY STATIONS.
Leave at 7 °C A. M., and 4 °C and 8 °C P. M.
FOR MAY STATIONS.

Leave daily, except Saturday and Sunday, at 745 A. M., 438 and 848 P. M. On Saturday at 745 A. M. and 230 P. M. On Saturday at 435 and 845 P. M. only, connecting at Relay Station with trains from Baltimore to Wheel-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 hours in the
day, as well as at the new office of the Bankers' and
Brokers' Teleg aph Line, No. 348 Pennsylvania
avenue, between Sixth and Seventh streets.
For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent.

2 25†] GEORGE S. KOONTZ, Agent, Washington,

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

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2% P. M.

For New York, at 12, 2%, and o P. M.
Freight received from 7 A. M. to 8 P. M.
A slip memorandum, specifylog the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTER PHEEMAN, Agent,
No. 228 S. Delaware Avenue,
Phitadelphia.

INTERNAL REVENUE.

# PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps.

MO. 804 CHESNUT STREET,

CENTRAL DEPOT,

MG. 103 SOUTH FIFTH STREET,

(One door below Chesnut street);

ESTABLISHED 1862

Our stock comprises all the denominations printe

ALL ORDERS FILLED ANE FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-CEUT, a matter of great importance.

Drafts on Philadelphia Post Office Orders, Greenbacks, and National Bank Notes, received in payment. The following rates of commission are allowed; On \$20. TWO PER CENT. From \$20 to \$100. FOUR PER CENT. From \$20 to \$100 upwards...FOUR AND A HALF PER CT

The Commission is payable in stamps. All orders, etc., should be addressed to

STAMP AGENCY.

NO. 304 CHESNUT STREET, PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Receipts, Bill Heads etc., and the best rates of commis celpts. Bill Heads, etc., and the sion allowed. We have constantly on hand UNITED STATES POSTAGE STAMPS OF A RINDS, AND STAMPED ENVELOPES.