WILD MAN OF THE MANITOUS.

He is Pursued to Lake Michigan, and is There Drowned. E The Cleaveland Paln Dealer says:

A few weeks ago we published a letter from a correspondent on one of the Maniton Islands, giving an account of the discovery of a wild man on one of the island, forming what is known as the Manitou Islands, situated in Lake Michigan, between fifty and sixty miles from Sleeping-Bar Point. We have lately re-ceived another letter from the same corres-MANITOU ISLAND, Lake Michigan, June 21,

1868. - hottors Piain Dea er: - I informed you in my last, dated June 10, of the discovery by one of my comrades, on the Little Manitou of a wild man, and of the unsuccessful chase we had for him: also, of our intention to again visit the for him; also, of our instance to again visit the island for the purpose of capturing him, or of learning something of his history, if such a thing was possible. Owing to the heavy rains which prevailed until the 18th, our plans were delayed, and not until the morning of the 19th were we able to land upon the shores of the Little Manitou. Our party consisted of six men and two boys, with several dogs that we proposed to use in case a chase was necessary. On reaching the island we divided tulo three parties of two each, the boys going by themselves. Signals were agreed upon in case we came across the strange monster, and we all started with a firm determination to thoroughly explore this

island and capture the creature if possible

It must have been 2 o'ctock in the afternoon
when the report of a gun of one of the exploring parties rave us notice that the unknown had been discovered, and we at once hastened to the spot. I was so fortunate as to be within a short distance of the acene of the discovery, and was soon upon the spot, and found two of our party parleying with something or some-body that had been chased into a tall beech tree. Hes description tallied exactly with that given in my former letter. It was a form that tal', entirely naked, with his body covered with hair. His face had the appearance of intellectushity, his brow being quite high. His beard descended nearly to his stomach, and his hair was dishevelled and coarse; though I am of opinion that he could not have been over six feet high, my companions differ with me. His language was perfectly unintelligible, sounding more like the growl of a bear than that of a human being. When we po nied our guns at him he would howl, guash his teeth, d run like a monkey higher up the tree. After holding a consultation of war we concluded to adopt peaceful measures, and sending for our basket of provisions and laying a ide our guns, we, after an hour or more spent in conversing, induced the stranger to descend the tree. He had no sooner struck the ground than one of our does started for him, and evidently frightened, he started upon a run, we all following him closely. He gained rapidly upon us, but the dog overlaking him, he turned, and grasping the numal by the throat, literally tore him to pieces. Throwing the dog's carcas upon the ground with evident dis-gust, he again started towards the lake, where, as he arrived on the edge of the sand, we saw him throw bimself fearlessly into the blue waters of Lake Michigan. For a time he swam out boldly and gracefully, but while some of our party went in quest of our boat those who renamed to watch h m saw him rise several times in the water as though in sgony, and then beheld him sick to rise no more. He was gone. Who be was, what he was, or where he came from no one will ever probably know. Some person may be able to trace out all the facts of this strange creature's life. I have merely endeavored to give you the facts just as they occurred, and just as they are. Yours, J. R. Anderson.

DRYDEN'S APPEARANCE AND POETRY.

Professor James Russell Lowell, in an article in the North American Review, says:-

"Dryden was short of body, inclined to stoutness, and florid or complexion. He is said to have but a sleepy eye, but was handsome and of a manly carriage. He still reigns in literary tradition, as when at Will's his elbow chair had the best place by the fire in winter, or on the balcony in summer, and when a pinch from his snuff-box made a young author blush with pleasure as would nowadays a favorable notice in the Salurday Review. What gave and secures for him this singular eminence? To put it in a single word, I think that his qualities and faculties were in that rare combination which makes character. This gave flavor to whatever he wrote-a very rate quality. "Was he, then a great poet? Hardly, in the

parrowest definition. But he was a strong thinker, who sometimes carried common sense to a height where it catches the light of a di-viner air, and warmed rea-on till it had wellrigh the illuminating property of intuition. Certainly he is not, like Spenser, the poet's poet, but other men have also their rights. Even the Philistine is a man and a brother, and Is entirely right so tar as he sees. To demand more of him is to be unreasonable. And he Sees, among other things, that a man who undertakes to write should first have a meaning perfectly defined to himself, and then should be able to set it forth clearly in the best worls, This is precisely Dryden's praise, and amid the rickety sentiment looming hig through misty phrase which marks so much of modern literature, to read him is as bracing as a northwest wind, the blows the mind clear. In ripeness of mind and bluff heartiness of expression, he takes rank with the best. His phrase is always a short cut to his sease, for his estate was too space us for him to need that trick of winding the path of his thought about, and planting it out with clamps of epithet, by which the landscape gardeners of literature give to a paltry half acre the air of the park. In poetry, to be next best is, in one sense, to be nothing; and yet to be among the first in any kind of writing, as Dryden certainly was, be one of a very small company. He had beyond most, the gift of the right word. And if he does not, like one or two of the greater masters of song, stir our sympathies by that indefinable arom: so magical in arousing the subtile associations of the roul, he has this in common with the few great writers, that the winged seeds of his thought imbibed themselves in the memory and germinate there."

Goethe and Schiller.

The following are extracts from an English work entitled "Con Amore, or Critical Chapters," by Justin McCarthy :--

GOETHE. The cool, placid self-devotion with which Goethe gave himself up to the art basiness of his life; the calm manner in which, to the anger even of so many among his own countrymen, he kept on studying among dry bones, polishing stones, and claborating verses, while serious, and very serious business was stirring all around him; all this tries the toleration of ordinary English readers too far to allow them an entire critical imparitality when entering upon a consideration of the works of

such a man. In this temper, however, it is not possible to appreciate or to do the barest justice to the writings, and more especially to the minor works, of Goethe. We must be content to lay aside, for the time at least, all English idiosyncracies upon the subject of a poet's calling, and to take calmly up with the views of the German poet himself, or we lose our labor in opening his volumes at all. These ballads and lyrics must be considered strictly and merel, as works of art; and we must be content to admit, for the while, that the sole business and the highest aim of every art is to pursue its own special development within its own limits. Indeed, in other branches of art, no one cares to question

this proposition. We do not ask that the marble Apollo shall fulfill any end but that of mere beauty; we do not demand that it shall even support an arch or hold a taper. We believe that the man has not unworthly spent his business part of life who has only engaged himself in the production of such images, though they serve no directly useful purpose. All we ask of the landary is to bring out every beam of the diamond, every flashing tint of the opal. The painter who has done nothing but produce fine laudscapes or beautiful faces, we admit to have, on the whole, left no useless or ignoble existence; and no one feels disposed to arraign the public decree which

sets him in the higher rank among the laborers o' earth than his practical brother who com-bines painting with glazing. It is in this spirit we must consider the lyrics and ballads of Goethe, if we desire to consider them at all upon their own merits.

SCHILLER.

Before he had attained his noon of fame and of genius, the effects of too early struggle, of poverty, and of feeble health, had very much damped, at least in outward expression, the fervor of his enthusiasm. He was cold and distant in manner, rarely warming up to strangers. "Yesterday," says Jean Paul Richter, "I went to see the stony Schiller, from whom as from a precipice strangers spring back."
But not even in the exuberantly enthusiastic
breast of Richter himself was there a heart more fully carnest, more entirely devoted to the service of humanity, than that of the poet whose manner thus chilled him. It was not in his daily talk but in his works, that Schiller's spirit made itself known to the world. His great dramas have, indeed, marble purity, but not marble coldness. They are lighted up with the tire of passion, and quickened with the force of manly energy, whenever liberty, oppression, human virtue, devotion, suffering, aspiration, are the themes.

People argue about Goethe's sympathy with humanity, its hopes, its failings, and its sorrows. People even debate the same point about our own Shakespeare. Who ever questions Schil-ler's feelings towards humanity, his deep sympathy with its errors and sufferings, his sublime aspirations for its amelioration? At this distance of time, more than a hundred years since his birth, we can read the true character of Schiller far more clearly through his works than Richter did through his worn face and shrinking awkwardness of demeanor. As we call to mind the lineaments of that face, well preserved to the world in marble, and remember its delicate spiritualized expression, we cannot help thinking that even in its features is the character of the man written plantly out. Few men in literature have left behind them a name more stainless; few men in any sphere or time could have been more gentle, noble, truthful, and, in the best sense, maniy; and few have bequeathed to posterity more eloquent testi-monials of a thorough brotherhood with their

Prayer Books Pernicious in Poland. The following is the text of the curious pro-clamation recently issued by the Russian Governor of Lithuania, prohibiting the use of Polish

prayer books:-'The Governor-General, in his letter of April 11, 1868, informed me that the Governor of Minsk had pointed out to the late Governor-General of Wilns, General Kaulmann, some copies of Catholic prayer books in the Polish language which had been taken from various persons. These books contain, either expressly or by implication, phrases of religious fanati cism and hattred towards the throne of Russia and also prayers for the preservation of the kingdom of Poland, with its Grand Duchy of Lithuania for the extirpation of heretics. the conversion of 'ae whole world to Catholicism, etc. The censor of Wilna, to whom these pas ages have been submitted, has concluded

that the use and sale of prayer books contain-ing them should be forbidden. "His Excellency the Governor-General, also recognizing that the circulation of such prayerbooks among a simple and uneducated population might exercise a peruicious influence, and contribute to the maintenance of religious far aticism and batted for all that is Russian has decided, conformably to the opinion of the Censor of Wilns, that it is absolutely indispensable to forbid the use, sale, and reprinting of

these books. "With this object his Excellency has sent me a list of these works, and orders that measures may be taken to notify, through the local police, the prohibition of selling them, under penalty of legal prosecution, and to cause booksellers to bind themselves, in writing, to return to the authorities, with as little delay as possible, any copies they may have in their possession, in order that they may be sent to me to be de stroyed.

"In communicating this order to the chiefs of police, I desire it they shall be complied with, and also that any such prayer-books which may be seen in the possession of individuals may at

Once be taken from them
(Sigued)
PRINCE KRAPOTRIN,
"General of the suite of his Majesty the Em-

The latter part of this letter is literally carried out. At Slonim, Droblezyn and other places the troops have even entered the churches during Divine service, and taken the prayer books out of the hands of the congregation,

-Salads are made with horse oil in Paris. -The liveries made for Maximilian's servants now bedeck the "supes" of a theatre. -Rochefort's Paris Lanterne had been followed up by imitations in the Candle, the Nightlight, the Rushlight, and any number of luminaries of the sort.

INTERNAL REVENUE.

PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps,

MO. 304 CHESNUT STREET.

CENTRAL DEPOT,

EG. 108 SOUTH FIFTH STREET,

(One door below Chesnut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printe

ALL ORDERS FILLED ANE FORWARDED BY ALL OR EXPRESS IMMEDIATELY UPON RE-

Drafts on Philadelphia Post Office Orders, Green-

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

CEIPT, a matter of great importance

STAMP AGENCY.

NO. 204 CHESNUT STREET,

PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Re elpts, Bill Heads, etc., and the best rates of commis-lon allowed. mion allowed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF A KINDS, AND STAMPED ENVELOPES.

RAILROAD LINES,

OBTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Alientown, Mauch Churk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Cavbondale, and all the points in the Lebigh and Wyoming Coal Region.

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

EUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1888, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN atreets, daily (Sundays excepted), as follows: epted), as follows;—
At 5'85 A. M.—Accommodation for Fort Wash-

At 5% A. M.—Accommodation for Fort Washington.

At 7% A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania stallroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Baliroads for Easton, Alientown, Catassanqua. Slatington. Mauch Chunk Westherly, Jeanesville, Hasteton, White Haves, Wilassbarre, Kingston, Pitteton, and all polois in Lahigh and Wyoming Valleys, laiso in connection with Lehigh and Mahenoy Raliroad for Mahanoy Cliy; and with Catawasa Raliroad for Rupert, Danville Milton, and Williamsport Arrive at Mauch Chunk at 1200 A. M.; at Wilkesbarre at S. P. M.; at Mananov City at 2 P. M.; Passeogers by this train can take the Lehigh Valley Train, passing Bethlehem at 1155 A. M. for Easton, and points on New Jersey Central Baliroad to New York.

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Wilsow Grove. Hatboro' and Harsville, by this train take Stage at Old York Road.

At 1976 A. M.—Accommodation for Port Washington.stopping at intermediate Stations.

At 1945 P. M.—Lebigh Valley Express for Bethlehem, Alentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralis, Sheesandoah, Mt. Carmed, Pittston and Scranton, and all noists in Mahanoy and Wyoming Coal Regions.

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

At 816 P.M.—Lehigh and Scaquenana Express for Bethlehem, Easton, Alientown, Manch Chunk, Wilkesbarre, and Scranton, Passengers for Greenville'take tois train to Quakertown, and for Sumneytown to North Wales.

ville take this train to Quakertown, and for Sumney-town to North Wales.

At 415 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hathoro, and Haraville take singe at Ablugton; for New Hope at Doylestown.

At 500 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh and Susquebana Evening Train for Easton. Hentown Mauch Chunk.

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

At 11'30 P. M.—Accommodation for Fort Washing-ton. TRAINS ARRIVE IN PHILADELPHIA.

11'05 A. M. and 2'00 P.M. Trains makes direct connec-

11°65 A. M. and 2°60 P. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scratton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1°55 P. M. connect at Ecthiehem at 6°55 P. M., and arrive in Philadelphia at 8°30 P. M.

From Doylestown at 8°25 A. M., 5°00 and 7°00 P. M.

From Lansdale at 7°30 A. M.

From Fort Washington at 9°30, 10°45 A. M., and 3°1 P. M.

P. M.

Philadelphia for Bethlehem at 930 A. M.

Philadelphia for Doylestown at 230 A. M.

Philadelphia for Doylestown at 230 P. M.

Doylestown for Philadelphia at 730 A. M.

Bethlehem for Philadelphia at 430 P. M.

Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent. 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 V RAILEOAD.—SUMMER ARRANGEMENT, on and after MONDAY, April 18, 1868, Trains will ave as follows:— Leave Philadelphia from the Depot, THIRTY-Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:15 A. M., 11 A. M., 230 P. M., 415 P. M., 435 P. M., 7 P. M., 11 P. M. Leave West Chester for Philadelphia, from Depot on east Market street, at 6:15 A. M., 7:15 A. M., 7:20 A. M., 10:45 A. M., 135 P. M., 4:39 P. M., 6:55 P. M. On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 6:30 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:15 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. Tho cars of both lines connect with each train upon its

cars of ooth lines conflect with each train upon its arrival.

Leave Philadelphia at 8:00 A. M. and 2:00 P. M. Leave West Chester at 7:45 A. M. and 6:00 P. M. Leave West Chester at 7:45 A. M. and 6:00 P. M. and leaving Philadelphia at 7:15 A. M. and 6:50 P. M., and leaving West Chester at 7:30 A. M. and 6:50 P. M., connect at B. C. Junction with Trains on P. d. B. C. R. R., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't, Philadelphia, April lat, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL-

FOR CAPE MAY VIA WEST JERSEY RAILRUAD,—From 100t of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1888.

Trains leave as follows for Cape May:—
9:00 A. M., Cape May Express, due at 12:25 (noon),
15:15 P. M., Cape May Express, due at 12:25 (noon),
15:15 P. M., Cape May Passenger, due at 7:15 P. M.,
16:00 P. M., Fast Express, due at 12:07 P. M.,
16:00 P. M., Cape May Express, due at 12:07 P. M.,
16:00 P. M., Cape May Express, due at 12:07 P. M.,
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Transier Company.
WEST JERSEY RAILROAD LINES. WEST JERSEY RAILROAD LINES.
For Bridgeton, Eslem, Eslivine, Vinesand, and intermed are Stations, at \$70 A. M. and \$30 P. M.
For Cape May, \$70 A. M., \$15 P. M., and \$4 P. M.
Woodbuy Accommodation train at \$60 P. M.
Bridgeton and Salem Freight Train leaves Camden
daily, at 12 (1000 n.)
Commutation Checks between Philadelphia and all
stations at reduced rates.
July 2, 1868.

TRAL RAILROAD - SUMMER ARRANGE MENT, -On and after MONDAY, Agril 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESS. NUT Streets, West Philadeiphia, as follows:—At 715 A. M. and 450 P. M., and leave Rising Sun at 875 A. M. and Oxford at 8 A. M., and leave Oxford at 325 P. M. THILADELPHIA AND BALTIMORE CEN

13 P. M., and Oxford at 8 A. M., and leave Oxford at 3 P. M.,

A Market Train, with Passenger Cars attached, will rungen TUE-DAYS and FRIDAYS, leaving the Rising Son at 1100 A. M.; Oxford, 11 35 A. M.; and Kennett, 1 F. M.; connecting at West Chester Junction with a train for Phitadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2 St. 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 American Train for Philadelphia.

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

Passengers are allowed to take wearing appared only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

General Superintendent.

for the same. General Superintendent. THRUUGH LINE BETWEEN WASHINGTON
PHILADELPRIA, AND NEW YORK,
Trains between Washington and New York are
now run as follows, vlz.:—
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 745 A, M., 1230 and
7 P. M.
FOR BUILLING THROUGH LINE BETWEEN WASHINGTON

7 P. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 746 and 12:15 P. M., and 4:30 and 7 P. M.

ON SUNDAY.

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

SLEEPING CARS for New York on 7 P. M. train sl.EEPING CARS for New York on 7.F. M. train daliy.
Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

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

J. L. WILFON, Master of Transportation, L. M. COLE, General Tickes Agent.

2257] GEO S. ROONTZ. Agent, Washington.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Baliroad and its brenches.

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

Goods delivered at the Through Freight Depot,

S. E. corner of FRONT and NOGLE Streets,

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

[7 2] ELLIS CLARE, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE

No. 220 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.

2271 JOHN BINGHAM, Superintendent.

RAILROAD LINES. READING BAILROAD, GREAT TRUNK LINE from Philadeiphis to the interior of rinaylvania, the Schuylkili, Susquehanna, Cumristand, and Wyoming Valleys, the North, North-sat, and the Camadas Summer Arrangement of Meonger Trains, Monday, May 4, 1858, leaving the Ompany's Depot, Thirteenth and Callowhill streets, illadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 730 A.M. reading and all intermediate stations, and Allen wn. for Reading and all informediate stations, and Allen town.

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

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, l'amagua, Sunbory, Wiliamsport, Elmira Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennylvania Rallroad trains for Alisntown, etc., and the 8:16 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Pc. Clinton with Catawissa Rallroad trains for Williams.ort, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc., AFTERNOON EXPRESS.—Leaves Philadelphia at 8:30 P. M. for Reading, Pottavilla Harrisburg, etc., connecting with Reading and Columbia Railroad trails for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at infermediate stations: arrives in Philadelphia at 1:05 A. M. Returning leaves Philadelphia at 4:30 P. M., arrives in Pottstown at 8:35 P. M. H. ADING ACCOMMODATION—Leaves Reading R. M. ADING ACCOMMODATION—Leaves Reading Philadelphia at 4 30 P. M.; arrives in Polisiown at 6 35 P. M.
RLADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M. Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 60 P. M.
Traina for Philadelphia leave Harrisburg at 8 16 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 205 P. M., and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.
Harrisburg accommidation leaves Reading at 7 15 A. M., and Earrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M.
Market train, with a Passenger car attached, leaves Philadelphia, at 12 45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 38 A. M., and Philadelphia at 3 15 P. M.; leaves Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.; leaves Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.; Lesve Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.; Lesve Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.; Lesve Philadelphia for Reading at 8 80 A. M., and Philadelphia at 8 18 P. M.; leave Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.; Lesve Philadelphia for Reading at 8 80 A. M., and Philadelphia at 8 18 P. M.; leave Philadelphia for Reading at 8 80 A. M., returning from Reading at 8 25 P. M.; Leave Philadelphia for Reading at 8 80 A. M. Aller Philadelphia at 8 18 P. M.; leave Philadelphia for Reading at 8 80 A. M. Philadelphia at 8 18 P. M.; leave Philadelphia for Reading at 8 80 A. M. Philadelphia at 8 18 P. M.; leave Philadelphia for Reading at 8 80 A. M. Philadelphia at 8 18 P. M.; leave Philadelphia at 8 18 P. M.; leave Philadelphia at 8 M. Philadelp

P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and Intermediate points take the 7-20 A. M., 12-45 and 4-30 P. M. trains from Philadelphia, returning from Dewningtown at 6-36 A. M., 1-00, and 5-45 P. M. phis, resurring from Dewalingtown at 535 A. M., 199, and 535 P. M.

FERKIOMEN BAILROAD.—Passengers for Collegeville take 7:00 A. M., and 430 P. M., trains from Philadelphia, returning from Collegeville at 7:04 A. M., and 130 P. M., trains from Philadelphia, returning from Collegeville at 7:04 A. M., and 130 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, William port, Elmira, Battimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Phitsburg, at 3 and 5:25 A. M., 9:35 P. M., passing Reading at 4:19 and 7:06 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

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

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottswilled at 8:10 P. M. and 2:15 P. M. and 1:00 P. M. and 2:15 P. M. and leave Pottswilled at 6:20 P. M. and R. M. and 2:15 P. M. and Representation of the property of the proper New York at 12 Noon.
SCHUYI.KILL VALLEY RAILROAD.—Trains leave Pottsville at 6:30 11:00 A. M., and 7:15.P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:35 P. M.

P. M. SCHUYLKIIL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 8.55 P. M., and from Tremont at 7.40 A. M., and 5.35 P. M., the contraction of the principal relation of the principal relation to the North Creat tickets and emigrant tickets and like principal relation to North grant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Fottstown Accommodation Trains, at reduced

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

The following tickets are obtainable only at the Office of S. Bracford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Super-intendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al points, at \$52.90 each, for families and firms,
Season Tickets, for three, six, nine, or twelve mouths, for holders only, to all points at reduced rates. Ciercymen residing on the line of the road will be

Cleritymen residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at hall fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced 'are, to be had only at the Ticket Office, at Thirteenth and Callowhill streets,

FRAIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets,

Freight Trains leave Philadelphia daily at 5:39 A.

M. Erison, and 6 P. M., for Reading, Lebanon, Hartsburg, Potteville, Port Clinton, and all points beyond. close at the Philadelphia Post Office for all Balls close at the road and its branches at 5 A, M., and for the principul stations only at 2-15 P. M.

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

DENESYLVANIA CENTRAL RAILROAD. DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TARING EFFECT MAY 11, 1868.
The trains of the Pennsylvania Central Railroad leave the Depoi, at THURTY-FIRST and MARKET Streets, which is reached directly by the Market streets, which is reached directly by the Market streets, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut Streets cars run whilm 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

Sie-ping Car Tickets can be had on application at the Ticket office N. W. corner Nimh 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.

TRAINS LEAVE DEPOT, VIZ:—

Market streets. ARRIVE AT DEPOT, VIZ.-

Cincin at Express
Philadel bia Express
Paol Accommodation No. 1.

General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND NOSRISTOWN RAILROAD—TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 34, 45, 654, 640, 7, 8 9, 10, 11, 12 P, M.
Leave Germantown 6, 7, 75, 8, 8, 20, 0, 10, 11, 12 A, M., 1, 2, 3 4, 40, 6, 65, 7, 8, 9, 10, 11 P, M.
The 8 2, Bown Train, and 33, and 52 Up Trains will not atop on the Germantown Branch,
ON SUNDAYS.
Leave Philadelphia 34 A, M., 1, 8, 94, P, M.
Leave Germantown 8, A, M., 1, 8, 94, P, M.
Leave Philadelphia 3, 8, 10, 12, A, M., 2, 32, 54, 54, 7, 9
and 11 P, M.
Leave Chestout Hill 74, 8, 940, and 1110 A, M., 140, 340, 540, 640, 840 and 1040 P, M.
Leave Chestout Hill 71, 8, 940, and 1110 A, M., 140, 140, 540, 640, 840 and 1040 P, M.
Leave Chestout Hill 77, 20 A, M., 1240, 540 and 925 P, M.
Leave Chestout Hill 750 A, M., 1240, 540 and 925 P, M.
Leave Chestout Hill 750 A, M., 1240, 540 and 925 P, M.

FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11:05 A. M. 194, 3, 494, 594, 694, 818 and 1194 P. M. Leave Norristown 5:40, 7, 7:50, 3, and 11 A. M., 194, 8, 494, 614, and 854 P. M. ON SUNDAYS.
Leave Philadelphia 9 A. M., 2:30 and 7:5 P. M. Leave Norristown 7 A. M., 5:30 and 9 P. M.
Leave Philadelphia 6, 7; 9, and 11:05 A. ., 194, 34 494, 556, 634, 8 05, and 194 P. M.
Leave Philadelphia 6, 7; 9, and 11:05 A. ., 194, 34 494, 5; 6; 634, 8 05, and 194 P. M.
Leave Manayunk 6:10, 754, 8:20, 994, and 11:4 A. M., 2, 894, 5, 634, and 9 P. M.
Leave Philadelphia 9 A. M., 25 and 7% P. M.
Leave Manayunk 7; A. M., 6 and 9½ P. M.
W. S. WILLSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD ing's Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographis pertraits of families.

WM. W. HARDING, Publisher, 1860, 186 CHESNUT Street below Fourth

RAILROAD LINES.

1668. FOR NEW YORK, THE CAMDEN AND TRENTON BAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At S A. M., vis Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations.
At 5 20 and 8 A. M., 2 and 3 20 P. M., for Freehold.
At 8 and 10 A. M., 2 320 and 4 20 P. M. for Trenton.
At 8 20, 8 and 10 A. M., 1, 2, 3 230, 4 20, 6 and 11 30
P. M. for Bordentown, Burlington, Beverly, and

P. M. for Bordentown, Burlington, Beverly, and Delanco, At 8-30 and 10 A. M. 1, 2, 8, 8-30, 4-20, 6, and 11-30 P. M., for Florence. At 5:30 and 10 A. M., 1, 2, 3, 8:30, 4:30, 6, and 11:30 P. M., for Florence.

At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra, 2 P.M. for Edgewater, Riverside, Riverton and Palmyra, 2 P.M. for Riverton and 3:30 P. M. for Palmyra.

At 5:30 and 10 A. M., 1, 2, 4:30, 6, and 11:30 P. M. for Fish House.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

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

At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. and Tullytown. At 7 and 10:18 A. M., 2:30, and 5 P. M. for Schencks

At7 and 1918 A. M., 230, and 5 P. M. for Schencks and Eddington
At7 and 1918 A. M., 250, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg Tacony, Wissinoming, Bridesburg, and Frankford, and at 5 P. M. for Holmesburg and Intermediate stations.

FROW WEST PHILADELPHIA DEPOT,
VIA Connecting Railway.
At 930 A. M., 1 30, 630, and 12 P. M. New York Express Lines, via Jersey City, Fare \$25.
At 1 A. M., Emigrati Line, Fare, 22.
At 1 A. M., Emigrati Line, Fare, 22.
The 930 A. M., and 630 P. M. Lines will run daily,
All others, Sundays excepted.
At 930 A. M., 630 and 12 P. M. for Trenton.
At 930 A. M., 630 and 12 P. M. for Bristol.
At 12 P. M. (Night), for Eterrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisville, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before densitives. The cars on Market street Ratiway rin direct to West Philadelph a Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 930 A. M. and 630 P. M. lines.

BELVIDERE DELAWA (E RAILROAD LINES,
At 700 A. M. for Nisgara Fails, Buffalo, Dunkirk,
Elmira, Ithaca, Owego. Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain etc.
At 700 A. M. and 320 P. M. for Scranton, Strondaburg, Water Gap, Reividere, Easton, Lambertville,
Flemington, etc. The 330 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Hartford, Massonville, Hainsboort, Mount
Holly, Smithville, Ewansville, Vincentown Birmingham, and Pemberton.
At 1 and 4 P. M., for Lew'stown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Iminystown, Sharon, and Hightstown.

Fifty pounds of bag, age only are allowed each passenger. Passengers are prohibited from taking anything as bagrage but their wearing appared. All baggage ver fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per penud, and will not be lisbie for any amount beyond \$100, except by special contract.

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

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

LINES FROM NEW YORK FOR PHILADELPHIA, Whill leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer ey City and Cam-den; at 6:30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philiadelphia Philadelphia.
From Pier No. 1 North River at 5-30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden.
WILLIAM H. GATZMER,
Agent.

Camden, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, Agent.

1 DHILADELPHIA, WILMINGTON AND BAL

1 TIMORE RAILROAD.

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

Way-Mail Train at v36 A. M. (Sundays excepted) for Britimore, stopping at all Regular stamons, connecting with Delaware Relivand at Wilmington for Crisseld and Intermediate Stations.

Express Train at 1200 M. (Sundays excepted) for Baltimore and Washington, etcping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 330 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newsrk, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run.

Night Express at 1100 P. M. (Dally) for Baltimore and Washington stopping at Perryville and Havre-de-Grace, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbory, Princess Anne, and connecting at Cristicid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South, Fassengers for Fortress Monroe and Norfolk via Baltimore will take the 1200 M. Train. Via Cristicid will take the 1100 P. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 1100 A. M., 230, 500, 706, Excepted Connects at Milmington of the Princess Accepted with Boat for Fortress Monroe and Norfolk via Baltimore will take the 1200 M. Train, Outperdia and Wilmington.

Wilmington.
Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06, and 11:30 daily? 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 8:10 A. M. (daily), 1:36 d. 15 and 7:20 (daily) P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:40 A. M., Express; 2:26 P. M., Express; 8:35 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and Newark to take passengers from Washington or Baltimore, we say, South, South, West, may be procured at the Continental Hotel, where, a.so, state-rooms and barths in sleeping cars can be secured during the day. Persons purch sing tickets at this office can have their baggage checked at their residence by the Union Tranner Company 48?

CHORTEST ROUTE TO THE SEA-SHOKE:

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD,

SUMMER ARE ANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

Sunday Mail Train to Atlantic,

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

The Philadelphia Local Express Company, No. 525 CHESNU! Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices bays been located in the Rendieg Room of the Continental Hotel, and at No. 525 CHESNUT Street.

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

Through and direct route between Philadelphia, Ealtimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania, ELEGANT SLEEPING CARS on all Night Trains. On and after MGNDAY, May 11, 1865, the trains on the Philadelphia and Eric Ealtroad will ran as follows:—

follows:- WESTWARD.

Mail Train leaves Philadelphia.

" leaves Williamsport.

" arrives at Eris.

Eris Express leaves Philadelphia.

" arrives at Eris.

Elmira Mail leaves Williamsport.

" arrives at Eris.

Elmira Mail leaves Philadelphia.

" b" leaves Williamsport.

" b" arrives at Lock Haven.

EASTWARD. 6°28 P. M. Mail Train leaves Erie.

" leaves Williamsport......
" arrives at Philadelphia....

AUCTION SALES.

M. S. FOURTH Street. NOS. 139 AND 144 NEAT HOUSEROLD FURNITURE, MIRROR, FINE BRUSSRIS, INGRAIN, AND OTHER

FINE BRUSERIS, INGRAIN, AND OTHER CARFETS, ETC.

July 29. at 10 o'clock, at No. 1217 Monterey street, between Race and Vine and Twel/th and Thirteenth attests, the neat household furniture.

May be examined on the morning of sale at 6 o'clock.

HANDSOME WALNUT PARLOR AND OAK DINING ROOM FURNITURE, HANDSOME WALNUT AND COTTAGE CHAMBER FORNI-TURE, FINE OIL PAINTING, ENGRAVINGS, ELEGANT BRUSSELS, INGRAIN, AND OFHER CARPEIS.

CARPEIS. On Wednesday noon.

July 20, at 12 o'clock, at No. 1751 North Eleventh street, by catalogue, the en'ire Handsome Farniture, comprising Walnut Parlor and Oak Dising-room Forniture, hardsome Walnut and Cottage Onamber Furniture, one Brussels and Ingrain Carpets, Feather Beds, China, Glassware, etc.

HANDSOME FURNITURE, PIANO-FORTES,
FRENCH PLATE MIRRORS, HANDSOME
BRUSSELS AND OTHER CARPETS, ETC.
On Thursday Morning,
July 30, at \$0 'ciock, at the auction' rooms, by catalogue, a large assortment of superior Household Farniture.
7 28 24

HANDSOME WALNUT PARLOR, DINING ROOM,
AND CHAMBER FURNITURE, FINE BRUSSELS, INGRAIN, AND CHHER CARPETS, ETC.

Joly 31, at 10 o'clock, at No. 14.1 North Seventh
street, above Master, by catalogue, the handsoms
walnut parlor, dislog-room and chamber furniture,
fine Brussels, ingrain, and other carpets; hair mattreases, China, etc. tresses, China, etc. C. D. MCCLEES & CO. AUCTICNEERS, No. 806 MARKET Street.

SALE OF 900 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC.

On Thursday moreing,
July 20, at 10 o'clock, we will sell by Catalogue, for cash, 900 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmorale, etc. Also, Women's, Misses, and Children's wear.

[7 25 4]

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION & FROHANTS, No. 1118 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 710 Brown street.

HOUSEHOLD FURNITURE, MIRROR, CARPETS,

ETC. ETC.

On Thursday Morning
July 30, at 10 o'clock, at No. 710 Brown street, will
be sold, the unniture of a family declining housekeeping, comprising parlor, chamber, and diningr. om cabinet furniture; fine carpets, large mirrors,
beds and hedding, China, glass, and plated ware;
kutchen farniture, etc.
Catsiogues will be ready at the auction store on
Wednesday, and the fruiture can be examined early
on the morning of sale.

7.28.21

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

L IPPINCOTT, SON & CO., AUCTIONEERS, BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

STOVES, RANGES, ETC.

NOTICE,—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

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

Those in want or a complete Heating Apparatus would do well to call and examing the Golden Eagle, CHARLES WILLIAMS,

Nos. 1132 and 1134 MARKET Street,

Philadelphia.

A large assortment of Cooking Ranges, Fire-board

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., always on hand. N. B.—Jobbing of all kinds promptly done, 5 102

THOMPSON'S LONDON KITCHENER. THOMPSON'S LONDON KITCHENER,
OR EUROPEAN RANGE, for Families,
Hotels, or Public Institutions, in TWENTY
DIFFERENT SIZES, Also, Philadelphia
Rauges, Hot Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesale
and retail, by the manufacturers
SHARPE & THOMSON,
127 stu them No. 255 N. SECOND Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST ARE

MORE, and WASHINGTON AND THE WEST are now run as follows, viz.:—

FOR BALTIMORE,
Leave dally, except Sunday, at 7:00, 7:45, and 12:30 P.
M., and 2:00, and 4:30 and 8:45 P. M.
COR ALL WAY STATIONS,
Leave daily, except Sunday, at 7:00 A. M., and 2:00 and 8:45 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS
JUNCTION,
Leave at 6:25 and 7:00 A. M., and at 2:00 and 4:35 P. M.

FOR ANNAPOLIS.

Leave at 5:25 and 7:00 A. M., and at 2:00 and 4:35 P. M.

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

ON SUNDAY.

FOR BALVIMORE.

Leave at 7:45 A. M., and 4:30 and 5:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M., and 4:30 and 5:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7:45 A.

M., 4:30 and 8:45 P. M.

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

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

On Sunday at 7:45 A. M., and 2:30 P. M.

On Sunday at 7:45 A. M., and 2:30 P. M.

On Sunday at 7:45 A. M., and 2:30 P. M.

On Sunday at 7:45 A. M., and 2:30 P. M.

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On Sunday at 7:45 A. M., and 2:30 P. M.

On Sunday at 7:45 A. M., and 2:30 P. M.

Unique of Station With trains from Baltimore to Wheel
ling 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. 3:8 Pennsylvania

avenue, between Sixth and Seventh streets.

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

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

25:†1 GEORGE S. KOONTZ, Agent, Washington.

HEIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND
ALL POINTS NORTH and EAST, and for all
stations on Camden and Amboy and Connecting
Hallroads, from Wainut street wharf.
INCEEASED DESPATCH.
Freight for all way points on the Camden and
Amboy, Freehold and Jamesborg, and Burlington
County Railroads, forwarded at 12 o'clock Noon
For Trenton, Frinceton, Kingaton, Rocky Hill, and
all points on the New Jersey and Belviders Railroads, forwarded at 25 p. M.
Froight received from 7 A. M. to 5 p. M.
Freight received from 7 A. M. to 5 p. M.
A slip memorandum, specifying the marks and
numbers, shippers and consignees, must in everyinstance be sent with each 1 ad of goeds.

WALLER FREEMAN, Agent,
No. 228 S. Delaware Avenue,
Philadelphia.

FURNISHING GOODS, SHIR**TS,&C** H. S. K. C.

Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED. EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO.,

5278 p NO. 814 CHESNUT STREET. PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS other articles or GENTLEMEN'S DRESS GOODS in fall variety.
WINCHESTER & CO., No. 706 CHESNUT Street.

GROCERIES, ETC.

To pamilies residing in the rural

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