GRANT.

Extracts from a New Biography of the Great Soldier.

We present the following extracts from the biography of General Grant, soon to be issued, from the pens of Hon. Charles A. Dans, now editor of the New York Sun, and formerly Assistant Secretary of War, and General James H. Wilson.

HIS APPRARANCE AND MANNERS.

"Grant is somewhat nuder the medium size, though his body is closely and powerfully built. His feet and hands are small and neatly shaped; his dress is plain and exceedingly unostentatious; his eyes are large, deep, leonine, and very strong, equally capable of blazing with a resolution that nothing can withstand and of shining with the steady light of benevolence and amiability. His fibre is like that of steel wire, elastic, close-grained, and enduring; his temperament is admirably compounded of the sanguine, nervous, and lymphatic, but the last in such proportion as to tone down and hold in equilibrium the other two, perfecting both mental and physical organization. His capacity for labor surpasses comprehension; neither mental nor physical ex-tion seems to produce the least wear and tear in his case. He rides at a dashing speed for hour after hour, and day after day, with the same ease with which he plans a battle or issues the instructions for a campaign. There is no noise or clash or clangor in the man; his voice is quiet and orderly as a woman's, and his language judi-ciously chosen. He was never heard to give ntterance to a rude word or vulgar jest; no oath or fierce, fiery imprecation has ever escaped his lips. No thundering order, no unfeeling or undignified speech, and no thoughtless or ill-natured criticism ever fell from him. When angry, which is rarely the case, or at least, he rarely shows his anger, he speaks with a well-ordered but subdued vehemence, displaying his passion by compressed lips and earnest flash of the eye. But it must be said of him that of all men he is the slowest to anger. He has been heard to say that even under the severest insult he never became indignant till a week after the offense had been given, and then only at himself for not having sooner discovered that he had been insulted or misused. This arises rather from an unconscious self-abnegation than from any incapacity for choler.
"It is precisely this quality which has made

him so successful in the personal questions which have arisen between him and his subordinates. They have usually mistaken his slowness for duliness or a lack of spirit, and have discovered their mistake only after becoming rash and committing a fatal error. Grant is as unsuspicious and pure-hearted as a child, and as free from harmful intention: but he is stirred to the very depths of his nature by an act of inhumanity or brutality of any sort; while meanness, or ingratitude, or uncharitableness, excites him to the display of the liveliest indignation. He is not slow in the exhibition of contempt or disgust for whatever is unmanly or unbecoming.

KINDNESS TO SUBORDINATES.

"In issuing orders to his subordinates, or in asking a service at the hands of a staffofficer, he is always scrupulously polite and respectful in manner, and orders or requests rather as he would ask a friend to oblige him personally than as a military commander whose word is law. His consideration for those about him is admirably shown by the following incident. On the night after the battle of Mission Ridge, while returning from the front to his headquarters at Chattanooga, he desired to know what had become Sheridan's division, which had been reported at noon as engaged in building a bridge across the Chickamauga at Mission Mills; and although it was then after midnight requested one of his staff to obtain the desired information. The officer, after a long and tiresome ride, reported at headquarters just at sunrise, and found the General not yet asleep. It seems that in returning to Chattanooga, at about I o'clock, he found a full explanation of the day's operation, and instead of going to sleep he spent the rest of the night in thinking of the long and tedious rid- he had required from his officer, all for no purpose, as he expressed it. Such solicitude for the comfort of others, it is needless to say, was rare, even among the most humane of our Generals. Many of them would not have hesitated to save themselves even the slightest trouble at the expense of others: and not a few would have given themselves scarce a moment's thought had an aide-de-camp been silled, much less if he had only gone on a long and difficult ride upon a wintry night. HABITS, TARTES, AND MENTAL CHARACTERISTICS.

"Grant's personal habits and tastes are ex"

ceedingly simple; he despises the pomp and

show of empty parade, and in his severe simplicity and manly pride he scorns all advenitions aids to popularity. He lives plainly himself, and cannot tolerate estentation or extravagance in those about him. His mess was never luxuriously, though always bountifully furnished with army rations, and such supplies as could be transported readily and easily in the limited number of wagons that he permitted to follow his headquarters. His appetites are all under perfect control. He is very abstemious, and during his entire western campaign the officers of his staff were forbidden to bring wines or liquors into camp. He has been represented as one of the most taciturn of men, and in one respect he is such. He never divulges his thoughts till they are matured, and never aspires to speech-making; and even in private conversation he falls into silence if he suspects that he is likely to be reported. He is the most modest of men, and nothing annoys him more than a loud parade of personal opinion or personal vanity; but with his intimate friends, either at home or around the camp fire, he talks upon all subjects, not only fluently and copiously, but in the most charming and good-natured manner. His life has been too busy to read history or technical works, but he has always been a close and careful reader of the newspapers. He has a retentive memory, and is deeply interested in il matters which concern the interests of umanity, and particularly his own country. pon all such subjects, in fact, upon all the ital questions of the day, he thinks carefully and profoundly, and expresses himself with reat ease and good sense. His understandng is of that incisive character that soon obes a question to the bottom, no matter low much the politicians and newspapers hay labor to confuse it; while his judgment is se deliberate, honest, and truthful in its opelations, that it may be implicitly relied upon arrive at a fair and unbiassed conclusion. his memory is stored with personal incidents illustrative of men and manners in all parts the country, showing that he has evidently sen a profound student of human nature throughout life; his appreciation of men and character has never been surpassed. This was well shown in the reorganization of the army after he became Lieutenant-General. It s well known that he did not fail in a single astance, where a change was made, in puting the right man in the right place. This was due neither to chance nor snap judgment, at to his habit of careful observation. He Warns towards a bold, outspoken, and loyal

nature; full of ardor and zeal himself, he naturally admires these qualities in others. He has no patience with a weak, complaining, and selfish disposition, and cannot endure doubledealing or indirectness of any sort. Straightforward and frank in all things himself, he respects these qualities wherever they are found. Indeed, the most striking peculiarity of his nature, both as a man and a General, is a profound and undeviating truthfulness in all things. Those whe have known him best will bear a willing testimony to the statement that he never told a falsehood, or made a voluntary misrepresentation of fact, and will believe us that it would be almost as impossible for him to do so as for the needle to forget its fidelity

"He is a true friend and a magnanimous

enemy. His liberality is boundless, and his charity as broad as humanity itself. He has neither vanity nor selfish ambition; no pro motion has ever been sought by him, and none has ever turned his head or changed his character in the slightest degree. Naturally a strong believer in the goodness of Provi-dence as exerted in the affairs of mankind, he yet possesses none of that blind fatalism which has at times characterized military chieftains. So confident was he in the moral strength and rectitude of our cause, and the superior intelligence and endurance of the Northern people, that he never, even in the darkest hour, despaired of a united and prosperous country. In this respect he is a perfect embodiment of the great American characteristic, faith in the manifest destiny of the Re-

"We rarely find, said Napoleon, combined in the same person, all the qualities necessary to constitute a great general. The most de sirable is that a man's judgment should be in equilibrium with his courage; that raises him at once above the common level. If courage be a general's predominating quality, he will rashly embark in enterprises above his conception; and on the other hand, he will not venture to carry his ideas into effect, if his character or courage be inferior to his judg-ment.' By way of illustrating this principle, Napoleon went on to assert that it was impossible for Murat and Ney not to be brave, but added that 'no men ever possessed less judg-ment.' Speaking of moral courage, he said:— 'I have rarely met the two-o'clock-in-themorning courage; I mean unprepared courage; that which is necessary on an unexpected occasion. Kleber was endowed with the highest talents, but was merely the man of the moment, and pursued glory as the only road to enjoyment, while Dessaix possessed in a very superior degree the important equilibrium just

GRANT'S PLACE AMONG GREAT GENERALS. "Marshal Marmont classifies generals into four categories, counting first 'those who have never lost a battle, whose courage and judgment were equal to every emergency,' such as Alexander and Casar in ancient times, and Gustavus Adelphus, Turenne, Conde, Luxembourg, and Napoleon till 1812, in modern times.' In the second class he places 'those who, if they have often gained victories, have sometimes lost them, in spite of desperate fighting and good generalship. Among these are the Archduke Charles, Suwarrow, and Wellington. The third category contains those 'generals who have been habitually unfortunate in war, but have never allowed thrir armies to be destroyed, nor been personally discouraged, always offering a menacing front and impressing the enemy with fear.'
Such in auctent times were Sertorius and Mithridates, and in more
modern times Wallenstein and William the Third of England. Finally, the fourth category contains "that numerous class, common to every country and every epoch, who have lost their armies without serious fighting, or without making the enemy pay dearly for great leader, Marmont speaks of a union of intelligence and courage, but prefers, if either be in excess, that it should be courage, for reasons which are obvious. Another writer declares that the distinctive characteristic of genius is the apparent ease and simplicity with which it accomplishes the most difficult things. Now, let Grant be tried by these rules, and what rank must be assigned to him in history? Where must he be placed? Clearly in the highest category of great soldiers; but in order that this may be still further beyond the pale of dispute, let us consider the grounds for this conclusion some-

what more in detail. THE ARMY OF THE TENNESSEE.

"In the routine and detail of duty, and in the minor matters of discipline and organization, the army of the Potomac was undoubtedly superior to the others. But in the subordination of its generals, in the promptitude, zeal, and energy of its lower officers, in the self-reliance, earnestness, and physical characteristics of the rank and file, in short in every moral military quality, the army of the Tennessee has never been excelled. No general ever more successfully impressed his own character upon an army than Grant did upon the one which grew up so silently under his care. No army was ever more loyal to its chief, or more clearly embodied the spirit of the people from which it sprung. It is a curious fact, too, not otherwise sufficiently accounted for, that it is the only army organized with the war, and continuing in existence until the establishment of peace, which, as a whole, never suffered n defeat. Its endurance and coursge were unconquerable, so much so that before the war had terminated, it came to be a boast in its ranks that it was sure to win sny battle that lasted over one day, no matter what the odds or who the enemy. Officers and men seemed to be endowed with the gift of persistency to a degree never surpassed except by their commander. As an organizer, Grant's reputation must continue to increase the more his performances in this direction become known.

young man named Martin was indicted for stealing at West Teignmouth a metal scarf-pin, three jugs, two china figures, and various other articles, the property of his master. After hearing the evidence the jury retired, and were in consultation about an hour. They then returned a verdict of not guilty of having stelen a portion of the articles, but that he was guilty of stealing the other portion, and strongly recommended him to mercy. lordship asked on what grounds. The jury replied that they did not think there was sufficient proof of the prisoner's having stolen the articles! The noble chairman said he could not take that verdict; they must go back to their room and reconsider it. They hereupon returned a verdict of guilty, and the prisoner was sentenced to four months' impri-

-The Journal de Bruxelles thinks the present danger to the Vatican lies, not in a Garibaldian raid, but in a republican movement throughout the whole of Italy. The Papal States will thus be the second object of attack; monarchical institutions the first.

-A praiseworthy example of religious telerance has been shown at Eisenach. For some months past a common cemetery has received without distinction, Protestants, Catholics,

RAILROAD LINES,

THE MIDDLE BOUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coni Region. dale, and all the points in the Lehigh and Wyoming Coal Region.

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

BUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1888, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays expected). epied), as follows:— At 6'45 A. M.—Accommodation for Fort Wash-At 7:45 A. M.-Morning Express for Bethlehem and

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroads for Raston, Alentown, Catasauqua, Slauington, Masch Chunk Weatherly, Jeanesville, Hasleton, Masch Chunk Weatherly, Jeanesville, Hasleton, Malaph Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys, isto in connection with Lehigh and Mahanoy Hallroad for Mahanoy City and with Catawissa Raliroad for Rupert, Danville, Milton, and Williamaport. Arrive at Mauch Chunk at 1200 A. M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 1155 A. M. for Easton, and points on New Jarsey Central Raliroad to New York.

Easton, and points on New Jersey Central Balirond to New York.

At 845 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Halboro' and Harswille, by this train take Singe at Old York Road.

At 1920 A. M.—Accommodation for Fort Washington, atopping at intermediate Stations.

At 1945 P. M.—Lebigh Valley Express for Bethlebem, Ailestown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralla, Shenandosh, Mt. Carmel, Pittavon and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 275 P. M.—Accommodation for Indylestown, stopping at all intermediate stations.

At 275 P.M.—Lebigh and Susquenanna Express for Bethlehem, Easton, Alientown, Mauch Chunk, Wilkesbarre, and Scranton, Passengers for Greenville'taxe this train to Quakertown, and for Sumneytown to North Wales.

ville take tols train to Quakertown, and for Sumneytown to North Waies.
At 415 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove. Hatboro. and Harisville take
stage at Abington: for New Hope at Doylestown.
At 500 P. M.—Through accommodation for Bethlebem and all stations on main line of North Pennsylvanta Italiroad, connecting at Bethle-bem with Lehigh Valley Lehigh and Susquebanna Evening Train
for Easton. & Bentown Mauch Chunk.
At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1130 P. M.—Accommodation for Fort Washington.

1176 A. M. and 200 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebana trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving.

TRAINS ARRIVE IN PHILADELPHIA.

City, and Hazleton.
Passengers leaving Wilkesbarre at 1'45 P.iM. connect at Bethlehem at 6'05 P. M., and arrive in Philadelphia at 8'30 P. M.
From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.
Prom Lansdale at 7'30 A. M.
Prom Fort Washington at 9'30, 10'45 A. M. and 3'1 Prom Fort Washington at 5 to, 10 to A. M. and 5 to P. M.

Philadelphia for Bethlehem at 9 20 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Doylestown for Philadelphia at 7 00 A. M.

Bethlehem for Philadelphia at 4 20 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.

Union Line run within a short described depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of are.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 165 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA
WRAILROAD.—SUMMER ARRANGEMENT,
On and after MONDAY, April 13, 1568, Trains will
leave Ba follows:—
Leave Philadelphia from the Depot, THIRTY,
FIRST and CHESNUT Streets, 715 A. M., 11 A.
M., 230 P. M., 415 P. M., 430 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depot
on east Market street, at 515 A. M., 715 A. M., 730
A. M., 1045 A. M., 155 P. M., 430 P. M., 635 P. M.
On and after Monday, June 13, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 530 P. M.
Trains leaving West Chester at 730 A. M., and
leaving Philadelphia at 430 P. M., will stop at B. C.
Junction and Media only. Passengers to or from
station between West Chester and B. C. Junotion,
going East, will take train leaving West Chester at
715 A. M., and going West will take train leaving
Philadelphia at 450 P. M., and transfer at B. C. Junotion.
The Depot in Philadelphia is reached directly by tion. The Depot in Philadelphia is reached directly by the Chesnut and a Wa.nut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

Arrival.

ON SUNDAYS,

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.
Leave West Chester at 7:44 A. M. and 5:00 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., and 4:50 P. M., and 1:50 P. M., and 1:50 P. M., and 1:50 P. M., and 4:50 P. M., an nundred dollars unless a special contract is made for the same, HENRY WOOD, General Sup't, Philadelphia, April 1st, 1868. 4 102

HOR CAPE MAY VIA WEST JERSEY RAIL-ROAD, -From foot of MARKET Street (Upper erry). Commencing SATURDAY, July 18, 1868.

Perry). Commencing SATURDAY, July 18, 1888,
Trains leave as follows for Cape May:—
1900 A. M., Cape May Express, due at 1225 (noon),
115 P. M., Cape May Passenger, due at 715 P. M.
400 P. M., Cape May Passenger, due at 715 P. M.
400 P. M., East Express, due at 635 P. M.
400 P. M., East Express, due at 1006 A. M.
530 A. M., Morning Mail, due at 1006 A. M.
540 P. M., Cape May Express, due at 1207 P. M.
540 P. M., Cape May Express, due at 1207 P. M.
540 P. M., Cape May Express, due at 1207 P. M.
540 P. M., Cape May Express, due at 822 P. M.
540 P. M., Excursion Tickets, \$3.
Cape May Freight trains leaves Cape Island at 640 P. M. Excursion Tickets, \$3.
Cape May Freight trains leave Camden daily at 920 A. M. and Cape Island at 645 A. M.
Commutation Tickets between Philadelphia and Cape May, at the following rates:—
Annual Tickets, \$160; Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No, 828 Cheand street (under the Cominantal Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vinciand, and Intermed ate stations, 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 daily, at 12 (noon)

Commutation Checks between Philadelphia and all stations at reduced rates.

william J. SEWELL, Superintendent.

PHILADELPHIA AND BALTIMORE CEN TRAL RATLROAD - SUMMER ARRANGE MENT.—On and after MONDAY, April 13, 1893, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:— At 715 A. M. and 0xford at 8 A. M., and leave Rising Sun at 115 A. M. and Oxford at 8 A. M., and leave Oxford at 875 F. M.

A Market Train, with Passenger Cars attached, will rongon TUESDAYS and FRIDAYS, leaving the Rising Sun at 1105 A. M.; Oxford, 1145 A. M.; and Kennett, 1.P. E.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 250 P. M.; runs through to Oxford.

Oxford.

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

The strain leaving Philadelphia at 4.50 P. M. runs of Disloy Say Mayusud. The strain leaving Philadelphia at too P. M. funs to Rising Sun, Maryland.

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

HENRY WOOD,

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON
PHILADELPHIA, AND NEW YORK,
Trains between Washington and New York are
now run as follows, vit.:—
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.45 A. af., 12.30 and

7 F. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 12 15 P. M., and 4 30 and 7 P. M.

ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. LEEPING CARS for New York on 7 P. M. train adir.
Torough Tickets to Patladelphia, 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 Hankers' and Brokers' Telegraph Line, No. 348 Pennsylvaula syence, between Sixih and Seventh streets.

See Batimore 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. S. ROONTZ, Agent, Washington.

HAST FREIGHT LINE, VIA NORTH BENNEYLVANIA RAILROAD, to Wincestere, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches

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

Goods delivered at the Through Freight Depot,
E. E. corner of FRONT and NOBLE Streets,
Ecfore 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 CLARK, Agent,

THE ADAMS EXPRESS COMPANY, OFFICE No. 236 CHESNUT Street, forwards Parcels, Packages, Merchandise, Hank 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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10HN BINGHAM, Superintendent, RAILROAD LINES.

READING BAILROAD.-GREAT TRUNK Telling Ballingd,—GREAT TRUNK Fennsylvania, the Schuylkii, Susquebanna, Cumberland, and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Catlowniii streets, Philadelphia, at the following hours:

MORNING ACCOMMODATIONS.—At 700 A. M. for Reading and all intermediate stations, and Allentown. wn. Returning, leaves Reading at 630 P. M., arriving

Returning, leaves Reading at 650 P. M., arriving in Philadelphia at 910 P. M.

MORNING EX PRESS.—At 815 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaqua, Subbury, Williamsport, Elmira Rochester, Niagara Falis, Buffalo, Wilkeabarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 750 train connects at Reading with the East Pennsylvania Ralicoad trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Ralicoad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberiand Valley, and Schuylkili and Schuquelanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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

POTTSTOWN A COOMMODATION.—Leaves Pottstown at 648 A. M., atopping at Intermediate stations: arrives in Philadelphia at 308 A. M. Returning leaves Philadelphia at 308 P. M., arrives in Pottstown at 650 P. M.

RKADING ACCOMMODATION—Leaves Reading Philadelphia at 308 P. M., arrives in Pottstown at 650 P. M.

philadelphia at \$20 P, M.; arrives in Pottstown at \$55 P, M.

READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 50 P. M.

Reading at \$60 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A.

M., and Pottsville at \$45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at \$100 P. M., and Pottsville at 245 P. M.; arriving as Philadelphia at \$45 P. M. and Pottsville at 245 P. M.; arriving as Philadelphia at \$45 P. M. Connecting at Philadelphia at \$45 P. M.

Harrisburg accommedation leaves Reading at 7.15 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Alternoon Accommodation south at \$50 P. M., arriving in Philadelphia at \$10 P. M.

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

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at \$50 A. M., and Philadelphia at \$15 P. M.; leave Philadelphia for Reading at \$50 A. M., returning from Reading at 425 P. M. CHESTER VALLEY RAILROAD.—Passengers

P. M. CHESTER VALLEY RAILROAD.—Passengers for bowningtown and intermediate points take the 7:20 A. M., 12:48 and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 5:30 A. M., 1:00, and 5:38 P. M.

720 A. M., 12'45 and 4'30 P. M. trains from Philadelphia, returning from Downlingtown at 5'30 A. M., 1'00, and 5'45 P. M.

PERKIOMEN RAILROAD,—Passengers for Collegeville take 7'30 A. M. and 4'30 P. M. trains from Philadelphia, returning from Collegeville at 7'01 A. M. and 4'30 P. M. trains from Philadelphia, returning from Collegeville at 7'01 A. M. and 1'30 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New YORK at 9 A. M., 5'00 and 5'00 P. M., passing Reading at 1 A. M., 1'30 and 10'10 P. M., and connect at Harrisburg with Pennsylvania and Northern CentralRatiroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5'25 A. M., 9'35 P. M., passing Reading at 4'49 and 7'06 A. M., and 1'40 P. M., arriving at New York, 10'10 and 11'45 A. M., and 5'09 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 Pottsville at 6'30, 11'00 A. M., and 1'40 and 4'35 P. M., returning from Tamaqua at 7'35 A. M., and 1'40 and 4'35 P. M.

M. UYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:45 P. M. for Pine-grove and Tremont: returning from Harrisburg at 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 Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown: Accommodation Trains, at reduced rates. rates.

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

by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al points, at \$6750 each, for families and firms.

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

months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be farnished with cards, entitting themselves and wives to tickets at half fare.

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

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

Freight Trains leave Philadelphia daily at 5-30 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanou, Harrisburg, Pottsville, Port Clinton, and all points beyond. Mails close at the Philadelphia Post Office for al Mais close at the Philadelphia Post Chace for an places on the road and its branches at 5 A. M., and for the principul stations only at 2 is P. M. BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1888.
The trains of the Pennsylvania Central Ballroad leave the Depos, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its Geparture. The Chesnut and Walnut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars teave Front and Market streets thirty-five minutes before the departure of each train. and Market streets thrity-nve minutes before the de-parture of each train.

Sie+ping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 961 Chesnut street, or No. 116 Market street, will

receive attention. LEAVE DEPOT, VIZ:-Mall Train | Ball Tallian | 1000 A. M. | Fast Line | 1200 M. | Elie Express | 1200 P. M. | Elie Express | 1200 P. M. | Elie Mail | 1200 P. | 1200 P. M. | 1200 P. | 120

by special contract. EDWARD H. WILLIAMS.
42 General Superintendent, Altoona, Pa.

DHILADELPHIA. GERMANTOWN, AND
NOBRISTOWN RAILROAD -TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 2, 3, 4, 5, 5%, 610, 7, 8, 9, 11, 12 P, M.
Leave German town 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 8, 4, 5, 5%, 65, 7, 8, 9, 10, 11, 12 P, M.
The 8 2c Down Train, and 3% and 6% Up Trains will not stop on the Germantown Branch,
Leave Philadelphia 9% A, M. 2, 7, 10M P, M.
Leave Germantown 83, A, M. 16, 9% P, M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia 3, 8, 10, 12, A, M., 2, 3%, 5%, 7, 9 and 11 P, M.
Leave Chestnut Hill 7-16, 8, 940, and 11-10 A, M., 146, 540, 640, 640, 840 and 10 40 P, M.
Leave Philadelphia 9% A, M. 2 and 7 P, M.
Leave Philadelphia 9% A, M. 2 and 7 P, M.
Leave Philadelphia 9% A, M. 3 and 11-65 A, M. 15%, 8, 6%, 6%, and 89 P, M.
CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11-65 A, M. 15%, 8, 6%, 6%, and 89 P, M.
Leave Norristown 5-40, 7, 750, 9, and 11 A, M., 1%, 8, 6%, 6%, and 89 P, M.
Leave Philadelphia 6, 7%, 9, and 11-65 A, 11%, 8, 6%, 6%, and 89 P, M.
Leave Philadelphia 6, 7%, 9, and 11-65 A, 11%, 8, 6%, 6%, and 89 P, M.
Leave Philadelphia 6, 7%, 9, and 11-65 A, 11%, 8, 6%, 6%, and 89 P, M.
Leave Philadelphia 6, 7%, 8, 20, 9%, and 11% A, M., 2, 8%, 5, 6%, and 9 P, M.
Leave Philadelphia 6, 7%, 8, 20, 9%, and 11% A, M., 2, 8%, 5, 6%, and 9 P, M.
Leave Philadelphia 9 A, M., 230 and 7 % P, M.
Leave Philadelphia 9 A, M., 240 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 and 9% P, M.
Leave Philadelphia 9 A, M., 250 a

CART THE BEST-THE HOLY BIBLE-HARD
In just Editions-Family, Pulpit and Pocket Bible
in beautiful justies of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
portrais of families.
WM. W. HARDING, Publisher,
EIO, 155 CHESINUT Street below Fourth

RAILROAD LINES.

1868 -FOR NEW YORK.-THE CAMDEN AND TRENTEN RAILROAD COMPANY LINES. FROM PHILADELPHIA AND TRENTEN RAILROAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT BIRRET WHARF, ALSON A, win Camden and Amboy Accompodation. At S.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 3 to At 2 P. M., via Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations.
At 5:30 and 6 A. M., 2 and 3:30 P. M., for Freehold.
At 8 and 10 A. M., 2, 3:30 and 4:30 P. M. for Freehold.
At 8 and 10 A. M., 1, 2, 3:30 and 4:30 P. M. for Trenton.
At 5:30, 8, and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11 30
P. M. for Bordentown, Burlington, Beverly, and Delauco.

P. M. for Bordentown, Burlington, Beverly, and Delanco, 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, 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, Elverside, Elverton and Palmyra. 2 P. M. for Edgewater, Elverside, Elverton and 12:30 P. M. for Palmyra.

At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Fish Honse.

The 1 and 10:30 P. M. Lines leave from Market Street Ferry (upper side).

ELOM KENSLINGTON DEPOT.

At 11 A. M., viz Kensington and Jersey City, New York Express Line Fare 8.

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.

7 and 10'15 A. M., 2'30, and 5 P. M. for Schencks At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Corn-wells, Torrisdale, Holmsburg, To.

At 7 and 10 is A. M., 2 33, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADREPHIA DHPOT,

At 9 30 A. M., 130, 6 30, and 12 P. M. New York Express Lines, vis Jersey City, Fare 83 25.

At 1 A. M., Emigrant Line, Fare, 32

The 9 30 A. M., 130, 6 30, and 12 P. M. for Trenton,
At 9 30 A. M., 173, 6 30, and 12 P. M. for Trenton,
At 9 30 A. M., 6 30 and 12 P. M. for Bristol.

At 1 2 A. M., 6 30 and 12 P. M. for Bristol.

At 1 2 P. M. (Night), for Morrisville, Tullytown,
Schensk's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnutstreet, 30 minutes before departure. The cars on Market street Rallway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 930 A.M. and 6 30 P.M. lines.

BELVIDERE DELAWASE BAILROAD LINES. BELVIDERE DELAWAGE BAIL 20AD LINES.
From Kensington Depot.
At 7:00 A. M. for Niagara Falls, Euffalo, Dunkirk,
Elmira, Ithaca, Owego. Rochester, Binghamton, Oswego. Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Cap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3:20 P. M. Line connects direct
with the Train teaving 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 615 P. M., for Merchantsville,
Moorestown Hartford, Masonville, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Femberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Highistown.
Fifty pounds of baggage only are allowed each
passenger. Passengers are prohibited from taking

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

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

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

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Courtland street at 7 A. M.,
1 and 4 P. M., and 12 night via Jersey City and Camden; at 6:30 P. M. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
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.
6152
Agent.

Agent.

DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD.

TIME TABLE,
commencing MONDAY, April 13, 1863. Trains will
leave Depot corner of BROAD Street and WASHINCTON Avenue as follows:—
Way-Mail Train at \$30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Crisseld and Intermediate Stations.

Express Train at 12 00 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havrede-Grace. Connects at Wilmington with train for New Castle.

Express Train at 330 P. M. (Sundays excepted) for Battmore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train as 5:30 P. M. (Sundays excepted) for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newerk, Etkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run, Kight Express at 11'00 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, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portemouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train, Via Crisfield will take the 11'00 P. M. Irain.

WILMINGTON TRAINS.

Stopping at all, stations between Philadelphis and Wilmington.

Leav: Philadelphis at 11'00 A. M., 2'30, 5'00, 7'00, and 11'30 (dally) P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and Intermediate stations.

Leave Wilmington 7'00 and 5'10 A. M. (dally), 1'30 ('18, and 7'30 (dally) P. M. The 5'00 P. M., Cally M. Train will not stop between Chester and Philadelphis.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way-Mail; 2'40 A. M., Express; 2'25 P. M., Express; 6'25 P. M., Express; 8'25 P. M., Express; 6'25 P. M., Express; 8'25 P. M., Express; 6'25 P. M., Express; 8'26 P. M.,

SHORTEST ROUTE TO THE SEA-SHORE!

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

On and after SATURDAY, July 4, trains will leave
VINE Street Ferry as follows:

Special Excursion 7790 A. M.
Streight, with passenger car attached 9 15 A. M.
Express (through in two hours) 200 F. M.
Atlantic Accommodation 4716 P. M.
Special Excursion 5716 P. M.5°18 P. M.4°20 P. M.11°40 A. M.7°10 A. M. Returning, leave Atlantic
Special Excursion 5-18 Mail 420
Freight, with passenger Car. 11-40 Freight, with passenger Car. 11-40 Accommodation 5-66 Junction Accommodation 10 Arso and intermediate stations, leaves Vine street 5-30 Freturning, leaves Arco. 6-25 Junction Accommodation 10 Arso and intermediate stations, leaves Vine street 5-30 Freturning, leaves Arco. 6-25 Junction Arcommodation 10 Arso and intermediate stations, leaves Vine street 5-30 Freturning leaves Arco. 6-25 Junction Arcommodation 10 Arso and intermediate stations, leaves Vine street 5-30 Freturning leaves Arco.

Sunday Mail Train to Atlantic,

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

The Philadelphia Local Express Company, No. 625
CHESNU! Street, will call for baseage 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 BAILROAD. SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

FLEGANT SLEEPING CARS on all Might Trains. On and atter MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD.

follows:

Mall Train leaves Philadelphia

leaves Williamsport

arrives at Erie.

Erie Express leaves Philadelphia

leaves Williamsport

reaves Williamsport

leaves Williamsport

leaves Williamsport

leaves Williamsport

leaves Williamsport

leaves Williamsport

Elmira Mail leaves Williamsport

leaves Williamsport

Elmira Mail leaves Williamsport

Reserwand AUCTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141 HANDSOME FURNITURE, PIANO-PORTES,
FRENCH PLATE MILROPS, HANDSOME
BRUSSELS AND OTHER CAPPETS, ETC.
On Thursday Morning.
July 30, at 9 o'clock, at the auction rooms, by catalogue, a marge assortment of superior Household Furniture, 725 24

HANDSOME WALNUT PARLOR, DINING-ROOM,
AND CHAMBER FURNITURE, FINE BRUSBELS, INGRAIN, AND CTHER CARPETS, ETC.

On Friday Morning.

July 11 at 10 o'clock, at No. 141 North Seventh
street, above Master, by catalogue, the handsome
walnut parlor, dining-room, and chamber furniture,
fine Brussels, lagrain, and other carpets; hair mattreases, China, etc.

728 3t C. D. MCCLEES & CO. AUCTICNEERS, 133

BALE OF 200 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC.

July 30, at 10 ordiock, we will sell by Catalogue, for cash, 500 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmorals, etc. Also, Women's, Misses, and Children's wear. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1112 CHESNUT Street; rear cutrance No. 1107 Sansom 81.

Sale at No. 710 Brown atreet.

HOUSEHOLD FURNITURN, MIRROR, CARPETS,

ETC. ETC.

On Thursday Morning.

July 30, at 10 o'clock, at No. 710 Brown street, with
be sold, the surniture of a samily declining housekeeping, comprising parior, chamber, and diningre om cabinet furnitures fine carpets, large mirrors,
beds and bedding. China, glass, and plated ware;
kitchen furniture, etc.

Catalogues will be ready at the auction store on
Wednesday, and the 1 ruiture can be examined early
on the morning of sale.

7 25 24 2

Sale at No. 1110 Chesnut street.

Superior Household Furniture. Rose.

Wood: And Mahogany Pianosortes.

Velvet and Brussels Carpets, Mantel And Fire Minary Pianosortes.

Velvet and Brussels Carpets, Mantel And Fire Minary Superior Furniture, Con Friday Morning.

July 31, at 9 o'cik, at the Auction Store, 1110 Chesnut street, will be sold, a large assortment of Superior Furniture, comprising parior suits, in green and mateon right and hair cloth; library suit, in red and green reps; chamber suits, finished in oil and varnish; mantel and pier glasses: large and small book cases and wardrobes: dihing-room furniture; office deaks and tables; Brussels and ingralu carpets; China and glassware; also, kitchen ferniture.

Piano Fortes and I large case of birds.

Allo office will be sold 5 roseswood and mahogany plano-fortes and 1 large case of birds.

Also, 15 fine oil pafallags.

7222

BUNTING, DURBOROW & CO., AUCTIONS
BEERS, Nos. 22 and 22 MARKET Street, OFF FIRST LARGE PERFPMTORY SALE OF 2000 CASES BOOTS, SHOES, TRAVELING BAGS, ETC., ETC., On Tuesday Morning, Aug. 4, at 10 o'clock, on four months' credit. [7 29 54

FIRST LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday morning, Aug. 6, at 10 O'clock, on four months' credit. [7 29 7]

FIRST LARGE POSITIVE SALE OF CARPET-INGS OIL CLOTHS, ETC., On Friday Morning. Aug. 7, at 11 o'clock, on four months' credit. [7 2910]

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

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 fron. It is very simple in its construction, and is perfectly airtight; self cleaning, having no pipes or drams 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 of a complete Heating Apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS.

Nos. 1122 and 1134 MARKET Street.

Philadelphia. NOTICE.-THE UNDERSIGNED

A large assertment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Vendlators, etc., always on hand.

N. B.—Jobbing of all kinds promptly done. 5 102

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY
DIFFERENT SIZES. Also, Philadelphia
Ranges, Hot Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boliers, Stewhole Plates, Beliers, Cooking Stoves, etc., wholesale
and retail, by the manufacturers

BHARPE & THOMSON,

127 stu th 6m No. 259 N. SECOND Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are
now run as follows, viz.—
Leave daily, except Sunday, at 7'00, 7'45, and 12'30 P.
M., and 2'00, and 4'30 and 8'46 P. M.
Leave daily, except Sunday, at 7'00 A. M., and 2'00
and 8'46 P. M.
FOR WAY STATION SOURCE. and 8.45 P. M. STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6.15 and 7.60 A. M., and at 2.00 and 4.35 P. M.

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

FOR ANNAPOLIS.

Leave at 7:00 A. M., and 4:30 P. M. No trains ito 0 g from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

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

FOR WAY STATIONS.

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

FOR ALL PARTS OF THE WEST.

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

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

On Sunday at 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baitimore 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 uph Line, No, 5:8 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.

TEREIGHT LINES FOR NEW YORK AND

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

Railroads, from Wainit street wart.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Frinceton, Kingston, Rocky Hall, and all points on the New Jersey and Belviders Railroads, forwarded at 2% P. M.

For New York, at 12, 2%, and 5 P. M.

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

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

WALTER FREEMAN, Agent,

No. 226 S. Delaware Avenue,

77†

Philadelphia.

FURNISHING GOODS, SHIRTS,&C H. S. K. G.

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

J. W. SCOTT & CO., 5 275cp NO. 814 CHESNUT STREET.

PATENT SHOULDER-SEAM BHIRT MANUFACTORY.

AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS
GCOPS in full variety.
WINCHESTER & CO.,
112 No. 706 CHESNUT Street.

GROCERIES, ETC.

TO FAMILIES RESIDING IN THE RURAL

DISTRICTS. We are prepared, as heretofore, to supply families at their country residences with every description of

FINE GROCERIES, TRAS, ETC., ALBERT C. BOBERTS. Dealer in Fine Groceries Corner ELEVENTH and VINE Stal

