"CONVICT NO. 3942."

Strange Story of an English Criminal.

The London News says:- In the appendix to The London News says:—In the appendix to the 29th report on public petitions, just issued, there appears "the humble petition of John Parsons, a convict, No. 3942, under seatence in Pentonville prison," which was presented to the house by Mr. Denman, When nineteen years old, on the 20th day of October, 1854, he was sentenced at the Birmingham quarter sessions to fifteen years transportation for house-breaking. He served the first portion of his term in ing. He served the first portion of his term in jail, in England, and in March, 1857, was transported to the convict settlement in western Australia, where he served four years and a half in the convict prison. He then received a ticket-of-leave, and worked as servant to the brother of Colonel Henderson, the commandant of the prison, for two years and a half, and then left with a certificate for good conduct, and obtained a pardon for the remainder of his term. Afterwards he lost the document granting his pardon but he believed that it contained a condition that he might go to any part of her Majesty's dominions, except to the united kingdom of Great Britain and Ireland, until the expiration of the term of his sentence. Being desirous of remaining in Australia, he went to Adelaide, where he was, immediately on his ar-rival, recognized by the police as a par-doned convict, and taken before a bench of ma gistrates, who told him he must leave Adelaide within seven days or they would send him to prison for three years. He produced to them his pardon, and was told by one of the magistrates that it was of no use to him there. that he must go back to England, and that, if he wanted the means to do so, he should be supplied with them. Not wishing to infringe the terms of his pardon, he applied to a captain to be carried to Melbourne, but the captain declined on the ground that if he took a prisoner he would be liable to a penalty of £100. Before the seven days had clapsed, and to avoid the threatened imprisonment, he embarked in a vessel bound to Singapore. There, on landvessel bound to Singapore. There, on landing, he was told by the police that, being a discharged convict, he had no right to come. He produced his pardon, but was told they did not care for that, and that he could not remain. Therewere, he had no that he could not remain. Thereupon he hired him-self to a Dutch vessel, the Valvis, bound for London, at which port he arrived in March, 1863. He returned to Birmingham, where he resided about nine months, was recognized by the police, who knew that the term of his sen-tence had not expired, but that he had received a conditional pardon. Then he went from Bir mingham to reside in Worcester with his wife, and on the 3d of February, 1866, was arrested there on a charge of being illegally at large. He was committed for trial without bail, found guilty before the Hon. Baron Pigott at the en-suing Worcester Lent assizes, and at the following assizes was brought up for judgment before the Hon. Mr. Justice Keating, and was sentenced to five years' penal servitude. His solicitor has since memorialized Mr. Secretary Walpoie with-out success, and he now prayed the House to take the case of the unfortunate convict into

REPRACTION OF LIGHT .- Dr. Gladstone lately presented at the Royal Institution of London the results of some new researches relating to the refractive indices of different substances, showing how the index varies with temperature. By means of an electric lamp he threw the yellow line in the spectrum of the metal sodium on a screen, and used a hollow prism filled with the oil of nutmeg of the refracting medium. This oil was selected because its temperature is very readily changed, but any other oil will answer the purpose. The prism was fixed at its angle of minimum deviation, and the position of the yellow band of the spectrum was marked by a strip of black paper. On stirring the oil with heated metallic rods its temperature was increased and the yellow sodium line was shown to be less refracted than before. He had tried a vast number of liquids, and hence concludes that all liquids have their index of refraction diminished by heat. He had also turned his attention to solids, but on finding that the refractive index of crown glass was not changed by heat he discontinued his investigation; but Fizean of France had since discovered that in nearly all cases the refractive index of solids is increased by heat, the two exceptions noted by him being crown glass, which is not altered, and fluor spar, which has its refractive power diminished by heat. Dr. Gladstone and the Rev. Pelham Dale, while experimenting together, had discovered one optical property which was constant under varying temperatures and common to solid, liquid, and gaseous conditions, namely, the specific refractive energy; that is to say, the refractive index, minus one, divided by the density. The specific energy multiplied by the atomic weight, of a body will give it its refraction equivalent. Tables had been computed by the lecturer showing the atomic weights of various elementary substances and their corresponding refractive equivalents, which were then exhibited. Compound bodies generally possess the mean refracting power of their constituents. By experiment it was shown that on mixing spirits and water the resulting liquid gives a little more refraction than either of these substances before mixture, owing to a slight contraction in bulk when spirits and water are mixed, the increased refraction being due entirely to increased density. The most general law arrived at from these researches is that the refraction equivalent of any substance (whether a mixture or a true chemical compound) is the sum of the refractive equivalents of its constituents. The substance of greatest dispersive power now known is melted phosphorus. Next to it stands oxychloride of vanadium, then follows sulphur. It might be asked why some substances, such as Iceland spar, are double refracting? Dr. Gladstone believed such substances have different degrees of tension in different directions. The atoms may be more free to move in one way than in another, so that in one direction they offer more resistance to the passage of light. Consequently on dissolving such substances the property of double refraction should disappear. Such on experiment is found to be the fact, the solutions of such crystals give only one image, which is about the mean of the two seen in the solid. One of the most beautiful experiments made by Dr. Gladstone was the formation of ice flowers. A slab of ice cut parallel to the plane of freezing was placed in front of the electric light, and greatly magnifled by means of a lens. As the ice began to melt the flowers began to appear, growing like stars on the screen. As they were enlarged a circle or oval appeared in the middle of each star. These beautiful and symmetrical flowers become visible because water refracts light differently from ice. But as water between 32 and 39 degrees Fahrenheit is less dense, and consequently occupies less space than the ice from which it is made, a vacuum is formed in the middle of each star by virtue of the melting ice, which is the cause of the

A CAUTION TO PRACTICAL JOKERS,-The following amusing story appears in the Paris Meniteur:-"A ludierous practical joke was lately played at a hamlet called Yseron, in a mountain district near Lyons. In this hamlet there lived a harmless idiot, of herculean stature, who habitually did a good day's work in the fields, but was a standing butt for village pleasantry, and was commonly called the 'in-One day some young men told the 'innecent' that a neighbor was dead, and that he would have to join with others in sitting up all night to watch the corpse. He made no objection, and was introduced into a cottage where a man simulating death was

circular or oval appearances.

stretched on a bed. The outline of his face, seen through a sheet thrown over it, formed a ghastly spectacle, which, when once seen, is never forgotten. Two candles, and some pots of incense were placed at the head of the bed. The party sat round for some time in solemn silence, the idiot behaving with as much propriety as any one else. But one by one the others slipped away, and the 'inno-cent' was left alone in the death chamber. The intention was that the corpse should jump up, walk about, and frighten him out of his poor stock of wits. The conspirators remained within a few yards of the cottage to watch the working of the plot. In less than a quarter of an hour they heard pieroing screams, and, holding their sides already with anticipated laughter, they rushed to the cottage to mock at their victim. But as they neared the door they found, to their surprise, that the howling voice was not that of the 'innocent,' but of their comrade, who had agreed to personate the dead man. When they entered they found the 'innocent' beating the 'corpse' with a broken flail, and but for timely succor the part which he had undertaken to play in joke would have been sadly earnest. When he jumped up from his grave clothes the "inno-cent," instead of being frightened, said coolly, 'Dead man, lie still,' and proceeded to belabor him with a force which the joker was utterly incapable of resisting."

GREAT BRIDGE OVER THE OHIO RIVER .- The

feet each, and six 245 5 feet each. Excepting on the longest spans, the rails will be placed on the tops of the girders, these being of the class known as the Fink truss. A description of the truss is here quoted from a paper on "American Iron Bridges," read by Mr. Colburn before the London Institution of Civil Engineers. "In this bridge a pair of diagonal tension bars connect the foot of the principal strut or 'king post' in each truss with the ends of the top chord. This pair of diagonal bars supports one of the whole weight of the truss and its load. Each half span is subdivided by a strut and two diagonal tension bars extend, one to the nearest end of the top chord, and the other to the top of the centre post. Each quarter span is again subdivided into eighths, and these again, for spans greater than 100 feet, into sixteenths. In a truss of this kind, having 16 panels, the weight of the bottom of the strut nearest to either of the piers is distributed as follows:-Calling the weight one, one-half is transferred directly through a tension-rod to the nearest end of the top-chord, and thus upon the pier. The other half is carried to the top of the second strut from the pier, and is received at the bottom of that strut by a pair of tension-rods, which sub-divide this half between them, one-fourth being taken directly to the nearest pier, while the other fourth is transferred to the top of the strut at the quarter span. This fourth is again subdivided at the foot of this strut, oneighth being transmitted through a tensionrod to the nearest pier, while the other eighth passes to the top of the middle strut of the whole span, and is received at the foot of this strut by the main tension rods, which thus transmit one-sixteenth of the original load to each pier. Thus the weight at the foot of the first strut from the end of the truss, is distributed as follows:—One-half, one-fourth, one-eighth, one-sixteenth, or in all fifteensixteenths of that weight reach the top of the nearest pier through four converging sats of tension rods, while the remaining sixteenth reaches the opposite pier, after having been first brought to the foot of the centre strut. through the intervention of three separate systems of tension bars. With the exception of the load at the foot of the centre strut. which load is transmitted directly to the piers the loads at the bottom of the vertical struts are more or less subdivided in the manner just described, before reaching the ends of the truss." The estimated cost of this bridge, which is to be completed by September 1 1869, is \$1,600,000. The Chief Engineer of the work is Mr. Alfred Fink, and the Assistant Engineer, Mr. F. W. Vaughan.

THE MOST MAGNIFICENT TABLE IN THE WORLD. -The Evenement Illustre, of Paris, gives the following details of the silver table ordered for the Sultan. The price will be nearer 4,000,000 franes than 3,000,000 francs, as originally The designs are composed from the ideas and advice of M. Agop, sent by the Sultan to Paris for that purpose, and are splendid. The middle or centre piece represents a Moorish palace two feet six inches high; there are two end pieces, representing fountains, two triumphal arches, and two end pieces for flowers, all to be executed in the Alhambra style, in massive silver. The length of the table will be about one hundred and forty-eight feet by about sixteen feet broad. Besides the actual cost of the table, a sum of 2,000,000 francs is destined for the purchase of linen, glassware, accompanying furniture, etc. Such a magnificent tout ensemble has probably never before been manufactured.

-Captain Coles, of the British ship-of-war Eurydice, has been committed for trial in Calcutta, on the charges of attempting to murder, abetment of murder, and criminal intimi-

Louise, the heroine who danced the can-can on M. Mabille's kettledrums, is only exiled to Asnieres.

-Betty Rigl doesn't dance this weather.

RAILROAD LINES.

BALTIMORE AND OHIO BAILROAD,—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are now run as follows, viz.:— FOR BALTIMORE,

Leave daily, except Sunday, at 700, 745, and 1230 P. M., and 200, and 430 and 845 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 7 00 A. M., and 2 00 and 8 T.P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS
Leave at 615 and 700 A. M., and at 200 and 435

Leave at 645 and 760 A. M., and at 260 and 435 P. M.

FOR ANNAPOLIS.

Leave at 760 A. M. and 430 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

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

FOR WAY STATIONS.

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

FOR ALL PARTS OF THE WENT.

Leave daily, except Saturday and Sunday, at 745 A.

M., 430 and 845 P. M.

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

On Sunday at 440 and 845 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket office at all hours in the day, as well as at the new office of the Baukers' and Brokers' Teleg aph Line, No, 348 Pennsylvanis 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.

2541 GEORGE S. KOONTZ, Agent, Washington.

RELIGHT 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 Ballroads, from Wainut street wharf.

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

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Beividers 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 alip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

RO, Each December a venue, Philadelphia.

No. an in Dean are a venne,

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.—
THE MIDDLE BOUTE.—Shortest and most direct line to Bethlehem, Esaton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Beranton, Carbon, and all the points in the Lebigh and Wyoming Coal Region.

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

BUMMER ARKANGEMENT—ELLEVEN DAILY TRAINS—On and street MONDAY, May 29, 1888, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays ox cepted), as follows:—

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania dailroad, connecting at Bethlehem with Lebigh Valley and Lebigh and Susquehanna Bailroads for Raston, Allentown, Cataasuqua, Slatington, Masch Chunk Weatherly, Jeauceiville, Hazleton, While Haven, Wilkesbarre Kingston, Pluston, and all poloits in Lehigh and Wyoning Valleys; also in connection with Lehigh and Wyoning Valleys; also in connection with Lehigh and Mahanoy Raliroad for Mananoy City; and with Catawissa Raliroao for Ropert, Davville Milton, and williamsport Arrive at Mauch Chunk at 1876 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Harisville, by this train take Stage at Old York Road,

At 1976 A. M.—Accommodation for Fort Washington, Stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Harisville, by this train take Stage at Old York Road,

At 1976 A. M.—Accommodation for Port Washington, Stopping at all intermediate Stations,

At 235 P. M.—Lebigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenannoah, Mt. Carmel, Pittston and Scranton, and all soluts in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Lebigh and Susquenanna Express for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, and Scranton, Passengers for Green-ville'take this train to Quakertown, and for Sumney-town to North Wales.

At 65 P. M.—Acc

iron railway bridge now in course of con-struction between Louisville, Ky., and Jeffer-sonville, Ind., will be just one mile in length. It will have 24 spans, two of these will be 370 ville take this train to Quakertown, and for Summeytown to North Wales.

At 415 P. M.—accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove. Hathoro. and Hartsville take
stage at Abington; for New Hope at Doylestown.

At 5 00 P. M.—Through accommodation for Rethiehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethiehem with Lehigh Valley Lehigh and Susquebanca Evening Train
for Easton. A Hentown Mauch Chunk.

At 6 20 P. M.—Accommodation for Lanadale, stopping at all intermediate stations.

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

ton. TRAINS ARRIVE IN PHILADELPHIA. From Bethiehem at 900 and 1105 A. M., 200 and 30 P. M., and 200 P.M. Trains makes direct connec-100 A. M. and 200 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehauna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1'45 P. M. connect at Bethlehem at 5'05 P. M., and arrive in Philadelphia at 8'30 P. M.

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

From Lansdale at 7'30 A. M.

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

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 939 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 730 A. M.
Bethlehem for Philadelphia at 430 P. M.
Bithlehem 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. lepot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to prin
cipal points, at Mann's North Pennsylvania Baggage
Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD.-SUMMBR ARRANGEMENT.
On and after MONDAY, April 18, 1868, Trains will On and after MONDAY, April 13, 1883, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY.
FIRST and CHESNUT Streets, 7-15 A. M., 11 A.
M., 230 P. M., 4715 P. M., 470 P. M., 715 A. M., 11 A.
M., 130 P. M., 4715 P. M., 470 P. M., 715 A. M., 715 O.
A. M., 1045 A. M., 1755 P. M., 470 P. M., 675 P. M.
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5-30 P. M.
Trains leaving West Chester at 7-30 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C.
Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7-15 A. M., and going West will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junotion, tion.
The Depot in Philadelphia is reached directly by
the Original and Wanni Street oars. 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 \$'00 A. M. and 2'00 P. M.
Leave West Chester at 7'45 A. M. and 2'00 P. M.
Leave West Chester at 7'45 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. connect at B. C. Junction with Trains on
P. & B. C. R. R., for Oxford and Intermediate points.
Passengers are allowed to take Wearing Apparel
only, as Haggare, and the Company will not in any
case be responsible for an amount exceeding one
hundred dollars unless a special contract is made for
the same.

HENRY WOOD, General Sup't,
Philadelphia, April 1st, 1858.

FOR CAPE MAY VIA WEST JERSEY RAIL-ROAD.—From foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1868.
Trains leave as follows for Cape May:

"To P. M., Cape May Express. due at 1225 (noon),

"15 P. M., Cape May Passenger, due at 715 P. M.

RETURNING LEAVE CAPE ISLAND,

RETURNING LEAVE CAPE ISLAND.

RETURNING LEAVE CAPE ISLAND.

6:30 A. M., Morning Mail, due at 10:06 A. M.

9:66 A. M. Fast Express, due at 10:06 A. M.

5:60 P. M., Cape May Express, due at 8:22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:10 P. M. Excursion Tickets, \$3.

Cape May Freight trains leave Camden dally at 9:20 A. M., and Cape Island at 6:45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—
Annual Tickets, \$100; Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.

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

orders can also be detected at residences by the Union Called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millyllie, Vineland, and intermediate stations, st 500 A. M. and 3 30 P. M.

For Cape May, 900 A. M., 3 15 P. M., and 4 P. M.

Woodbury Accommodation train at 500 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, July 2, 1868.

July 2, 1868,

July 2, 1868.

DHILADELPHIA AND BALTIMORE CEN
TRAL RAILROAD - SUMMER ARRANGE.
MENT.—On and after MONDAY, April 13, 1868, trains
will leave the Depot, THIRTY-FIRST and OHESNUT Streets, West Philadelphia, as follows:—
AL7'15 A. M. and 4'80 P. M., and leave Rising Sun at
6'16 A. M., and Oxford at 6 A. M., and leave Oxford at
3'25 P. M.

A Market Train, with Passanger Com. 3 25 P. M., and Oxiora at 5 A. M., and leave Oxford at A Market Train, with Passenger Cars attached, will rungou TUESDAYS and FRIDAYS, leaving the Rising San at 11 25 A. M.; Oxford, 11 45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train is aves Philadelphia at 2 35 P. M.; runs through to Oxford. Oxford.

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

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

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

HENRY WOOD,

General Superintendent.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA BAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Raliroad and its By new arrangements, perfected this day, this road is enabled to give increased despatch to any

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

Goods delivered at the Through Freight Depot, B. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

[7 22] ELLIS CLARK, Agent.

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

7 P. M
FOR PHILADELPHIA.
Leave daily (except Sunday) at 746 and 12 15 P. M., and 430 and 7 P. M. ON SUNDAY.
Leave for New York and Philadelphia at 7 P. M. SLEEPING CABS for New York on 7 P. M. train daily.

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

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

225†] GEO F. ROONTZ, Agent, Washington.

THE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Papers Companies, to all the principal towns and olties in the United States.

101N BINGHAM, Superintendent. RAILROAD LINES.

READING BAILROAD. GREAT TRUNK Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1808, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATIONS.—At 700 A. M. for Reading and all intermediate stations, and Allen lown.

for Reading and all intermediate stations, and alien town.

Resurning, leaves Reading at \$30 P. M., arriving in Philadelphis at \$15 P. M.

MORNING EXPRESS.—At \$15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamagua, Sunbory, Williamaport, Elmira Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittston, York, Carlinle, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvania Ralizoad trains for Allentown, etc., and the \$15 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Calawinas Ralizoad trains for Williamaport, Lock Haven, Elmira, etc., at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanns trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 330 P. M. for Reading, Pottavilie Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Pottatown at 64 R. M., stopping at intermediate stations: arrives in Philadelphia at 305 A. M. Returning leaves town at 6 45 A. M., stopping at intermediate stations: arrives in Philadelphia at 3 95 A. M. Beturning leaves Philadelphia at 4 30 P. M., arrives in Pottatown at 6 40 P. M.
READING ACCOMMODATION—Leaves Beading

P. M.

READING 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 Beading at 8 65 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsvilie at 8 3 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 65 P. M., and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving to Philadelphia at 9 15 P. M.

Market train, with a Passenger car attached, leaves Philadelphia, at 12 45 neon 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 30 A. M., and Philadelphia for Reading at 8 50 A. M., returning from Beading at 4 25 P. M.; leave Philadelphia for Reading at 8 50 A. M., returning from Beading at 4 25 P. M.; CHESTER VALLEY RALLBOAD.—Passengers

Philadelphia at 3 lb P. M.; leave Philadelphia for Reading at 8 90 A. M., returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7 30 A. M., 12 45 and 4 30 P. M. trains from Philadelphia, returning from Downingtown at 6 30 A. M., 1 90, and 5 45 P. M.

FERRIOMEN RAILROAD.—Passengers for Collegeville take 7 20 A. M. and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M. and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M. and 1 49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New YORK at 9 A. M., 500 and 8 00 P. M., passing Reading at 1 A. M., 1 30 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rairoad Express Trains for Pittsburg, Chicago, Williams port, Elmira, Baitmore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, at 3 and 5 2 A. M., 9 35 P. M., passing Reading at 4 49 and 7 06 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 45 A. M., and 6 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 06 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

BSCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6 46 11 30 A. M., and 2 15 and 4 25 P. M.

ECHUYLKILL AND SUSQUEHANNA RAIL.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Traina leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 13:50 P. M., and from Tremont at 7:40 A. M., and 5:25 P. M., and how the principal strickets 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 these

and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G.A. Nicholis, 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 all points, at \$52°50 each, for tamilies and firms.

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

Clergymen residing on the line of the road will be Clergymen residing on the line of the road will be for such as the line of the road will be for like at the line of the road will be for like at the like.

Excursion Tickets from Philadelphia to priscipal stations, good for Saturday, Sunday, and Monday, at reduced 'are, 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 4'35 A. M., 12'45 noon, 5'00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. beyond.
Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A.M., and for the principul stations only at 2:15 P.M.
BAGGAGE—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868.
The trains of the Pennsylvania Central Railroad
leave the Depoi, at THIRTY-FIRST and MARK ET
Streets, which is reached directly by the Market
Street cars, the last car connecting with each train
leaving From and Market streets thirty minutes before its departure. The Chesnut and Wainut Streets ore its departure. The Chesnut and Walnut Streets are ron within one square of the Depot.
On Sundays—The Market Street cars leave Front Market streets thirty-five minutes before the de

and Market streets thirty-five minutes before the de-parture of each train. Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. receive attention. LEAVE DEPOT, VIZ:-

ancaster Train..... Day Express 500 P. M.
Barrisburg Accommodation 9750 P. M.
For further information apply to
JOHN C. ALLEN. Ticket Agent,
No. 901 CHESNUT Street,
FEANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

SAMUEL H. WALLACE,
Ticket Agent at the Depot,
The Pennsylvania Railroad Company will not assume any risk for laggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
42. General Superintendent, Altoona, Pa,

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLES, FOR SERMANTOWN, Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 3\(\frac{1}{2}\), \(\frac{1}{2}\), \(\frac{1}\), \(\frac{1}{2}\), \(\frac{1}{2}\), \(\frac{1}{2}\), \(\frac{

Leave Chestnut Hill 7'80 A. M. 12'40, 5 40 and 9'25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7'5, 9, and 11'05 A. M. 1½, 3, 4½, 5½, 6½, 8'05 and 1½ P. M.
Leave Norristown 5'40, 7, 7'50, 9, and 11 A. M., 1½, 3, 4½, 5½, 6½, and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia 6 A. M., 2'30 and 7'15 P. M.
Leave Philadelphia 6, 7; 9, and 11'05 A. ., 1½, 3, 4½, 5½, 6½, 8 to, and 11½ P. M.
Leave Philadelphia 6, 7; 9, and 11'05 A. ., 1½, 3, 4½, 5½, 6½, 8 to, and 11½ P. M.
Leave Manayunk 6'10, 7½, 8'20, 9½, and 11½ A. M., 2, 3½, 5, 6½, and 9 P. M.
Leave Manayunk 7½ A. M., 6' and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

CET THE BEST-THE HOLY BIBLE-HARD
Ing's Editions-Family, Pulpit and Pocket Bible
in beautiful fatyles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
pertrains of families.

WM. W. HARDING, Publisher,
500, MCCHESHUT Street below Fouris

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTS BEALFROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At 5'30 A. M., vis Camden and Amboy Accommo At s.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express., 800 At 3 30 P. M., via Camden and Jersey City Ex-

for Riverton and 8:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1. 8, 4:30, 6, and 11:30 P. M. for Flah House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry tupper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 5t.
At 7 and 11 A. M., 2:30, 2:30, 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 Tollytown.
At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schencks and Eddington

At 7 and 10°15 A. M., 2°30, and 5 P. M., for Schencks and Eddington
At 7 and 10°15 A. M., 2°30, 4, 5, and 5 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

PROW WEST PHILADELPHIA DEPOT,
VIS CONNECTING RAILWAY.
At 2°30 A. M., 1°30, 6°30, and 1°2 P. M. New York Express Lines, via Jersey City, Fare \$2°25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9°30 A. M., and 6°30 P. M. Lines will run daily.
All others, Sundays excepted.
At 9°30 A. M., 6°30, and 1°2 P. M. for Trenton.
At 9°30 A. M., 6°30 and 1°2 P. M. for Bristol.
At 1°2 P. M. (Night), for Morrisville, Tallytown, Schenek's, Eddington, Cornwells, Torrisdale, Holmes, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before denarture. The cars on Market street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the F30 A. M., and 8 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

From Kensington Depot.

At 700 A, M. for Niegara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracase, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 700 A, M and 3730 P, M. for Scranton, Strondsburg, Water Gap, Belvidere, Esston, Lambertville, Flemington, etc. The 3730 P, M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethiehem, etc.

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

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Conriband 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 Ambay and
Camden,
6:151 April 12 H. L. VII. VII. Agent.

LEIL ADEL PHIA VII. VII. Agent.

PHILADELPHIA, WILMINGTON AND BAI.

TIMORE RAILHOAD.

TIME TABLE,
commencing MONDAY, April 18, 1868, Trains will
leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted)
for Bullimore stopping at all Begular Stations conway-mail Train at 830 A. M. (Soundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Cristeld and Intermediate Stations.

Express Train at 1200 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havie-de-Grace. Connects at Wil-Baltimore and Washington, stopping as winnington, Perryville, and Havie-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3:30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Caymont, Wilmington, Newport, Stanton, Newserk, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasse's and Stemmer's Run.

Night Express at 11:00 P. M. (Dally) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Ciayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristield with Boat for Fortress Monroe, Norfolk, Portsmonth, and the South.

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

Stopping at all, stations between Philadelphia and Wilmington.

Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:08,

Stopping at all, stations between Philadelphia and Wilmington.

Leav: Philadelphia at 11.00 A. M., 2.30, 5.00, 7.00, and 11.30 (daily) P. M. The 5.00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7.00 and 8.10 A. M. (daily), 1.30 (15, and 7.30 (daily) P. M. The 8.18 A. M. Train will not stop between Chester and Philadelphia.

FROM BALITIMORE TO PHILADELPHIA.

Leave Baltimore 7.25 A. M., Way-Malt; 9.40 A. M., Express; 2.25 P. M., Express; 6.25 P. M., Express; 5.55 P. M., Stopping at Havre-de-

SUNDAY TRAIN FROM BALTIMORE,
Leaves Baitimore at 8:55 P. M., stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at
North-East, Elkton, and Newark to take passengers
for Philadelphia and leave passengers from Washingtion or Baitimore, and at Chester to leave passengers
from Washington or Baitimore.

Through tickets to all points West, South, SouthWest, may be procured at the Ticket Office, No. 828
CHESNUT Street, under the Continental Hotel,
where, also, state-rooms and berths in sleeping cars
can be secured during the day. Farsons purchasing
tickets at this office can have their baggage checked
at their residence by the Union Transfer Company
482

H. F. KENNEY, Superintendent. CHORTEST 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 VINEStreet Ferry as follows:—

Sunday Mail Train to Atlautic, Leaves Vine street. Leaves Atlantic.

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$3. The Philadelphia Local Express Company, No. 625 CHESNU: Street, will call for baygage 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. PHILADELPHIA AND ERIE BAILROAD.

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baitlmore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Fennsylvania.

FLEGANT SLEEPING CARS on all Right Trains, On and after MONDAY, May 11, 1885, the trains on the Philadelphia and Eric Railroad will run as follows:—

follows:

Mail Train leaves Philadelphia.

leaves Williamsport.

arrives at Erle.

Frie Express leaves Philadelphia.

arrives at Erle.

leaves Williamsport.

arrives at Erle.

Elmirs Mail leaves Philadelphia.

leaves Williamsport.

leaves Williamsport.

arrives at Lock Haven.

Elmirs Mail leaves Williamsport.

Elmirs Mail saves Williamsport.

AUCTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141

HANDSOMEF URNITURE PIANO FORTE FIRE-PROOF SAFE, HANDSOME BRUSSELS AND OTHER CARPETS, ETC.

August 6, at 9 0 clock, at the auction rooms, by catalogue, a large assortment of superior Household Furblure comprising—Suit handsome walnut parlor furblure comprising—Suit handsome walnut parlor furblure covered with his cloth: I handsome walnut chander suite, manogany plano-forte, sideboards, extension tables. China and glassware, beds and bedding, fine hair mattresses, desks and office furblure, refrigerators, handsome Brussels and other carpets, etc.

ELEX.PROOF SAFE.—by order of Executor, superior

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERUHANTS, No. 1116 CHESNUT Street; rear entrance No. 1107 Sansom 88.

Sale at No 2014 Arch street.

HANDSOME FURNITURE, PIANO FORTE, FRENCH PLATE MANTEL AND PIER MIRBORS, FINE CARPETS, EVANS & WATSON FIRE-PROOF SAFE, ETC.

On Wednesday morning,

August 5, at 10 o'clock, at No. 2014 Arch street, will be sold, the furniture of a family declining house-keeping, comprising: Elegant velvet. Brussels, and other carpetts; resewood plano forte; fire-proof safe; French plate mantel and plor mirrors: walnut parlor and chamber furniture; oak sitting-room furniture; beds and bedding: dining-room furniture; chima; giams; plated ware; gianing-room furniture; chima; gians; plated ware; gicken furniture, etc.

Caralogues will be ready at the suction store on Tuesday.

The furniture can be examined early on the morning of sale.

BUNTING, DURBOROW & CO., AUCTION KERS, Nos. 22 and 234 MARKET Street, ort ner of Bank street. Successors to John B. Mysrs & Co. FIRST LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday is orning, Aug. 6, at 10 o'cluck, on four months' credit, [7 29 76

FIRST LARGE POSITIVE SALE OF CARPET-INOS OIL CLOTHS ETC., On Friday Morolog. Aug. 7, at 11 o'clock, on four months' credit. [7 2916] C. D. MCCLEES & CO. AUCTICNEERS, No. 506 MARKET Street.

SALE OF 900 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC. On Thursday morning, August 6, at 10 o'clock, we will sell by Catalogue, for cash, 500 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, etc. Also, a large line of Women's, Bisses, and Children's City made 500ds. [8145] LIPPINCOTT, SON & CO., AUCTIONEERS.
Ashurst Building, No. 240 MARKET Street.

FIRST LARGE POSITIVE SALE OF
GOOD, LINEN AND HOSTERY GOODS, WHITE
GOODS, NOTIONS, ETC., FOR FALL OF 1868,

By Catalogue, on credit.

By Catalogue, on credit.

On Wednesday.

August 12, 1868, commencing at 10 o'clock, Included will be found an attractive assortment of new and desirable goods for the approaching season. 832t MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT St., rear entrance from Minor.

FIRE AND BURGLAR PROOFSAFE8 ALUM AND DRY PLASTER

ACAIN SUCCESSFUL.

BEOOKLYN, May 15, 1968.

Messrs. Marvin & Co., New York-Gentlemen; Our Planing Mill, with FIFTY THOUSAND feet of lumber, was destroyed by fire last night, and we are happy to say your ALUM AND DRY PLASTER SAFE preserved our books, papers, and money, in

We want another and larger one, and will call on you as soon as we have time.
Yours truly, SHEARMAN BROS.
This Safe was Red hot for several hours, and the

cast-iron feet were actually melted. It can be seen at our store. No. 285 BROADWAY.

> A PERFECT SAFE. MARVINS

CHROME IRON SPHERICAL

BURGLAR SAFE

Will resist all burglars' implements for any length of time.

PLEASE SEND FOR DESCRIPTIVE CIRCULAR. MARVIN & CO.,

PRINCIPAL 721 CHESTNUT ST. WAREHOUSES, Masonic Hall), Phila-265 BROADWAY, NEW YORK, 108 BANK STREET, CLEVELAND, O. And for sale by our Agents in the principal cities

C. L. MAISER.

hroughout the United States.

MANUFACTURES OF FIRE AND BURGLAR-PROOF SAFES, ITH, BELL-HANGER, AND DEALER LOC IN BUILDING HARDWARE, No. 434 BACE Street

A LARGE ASSORTMENT OF FIRE and Burglar-proof Safes on hand, with inside doors, Dwelling-house Safes, free from damanse Frices low.

C. HANSEMFORDER, 55

MILLINERY.

MRS. R. DILLON, Has a large assortment of MILLINERY.

Ladies', Misses', and Children's Silk Velvet, Felt Straw and Fancy Bonnets and Hats of the lates styles. Also, bilks, Velvets, Ribbons, Crapes Feathers, Flowers, Frames, etc., etc., wholesale and

DR. KINKELIN, AFTER A RESIDENCE Dand practice of thirty years at the Northwest corner of Third and Union streets, has lately re-moved to South ELEVENTH Street, between MARmoved to South ELEVENTH Street, between MAR-KET and CHESNUT.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affec-tions of a special nature, is proverbial.

Discesses of the skin, appearing in a hundred dif-ferent forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 c. M.

WOODLANDS CEMETERY COMPANY been elected for the year 1868;—
ELI K. PRICE, President,

Wm. H. Moore,
Samuel S. Moon,
Gi-lies Ballett,
Edwin Greble,
Becretary and Treasurer—JOS. B. TOWNSEND. Secretary and Treasurer 100. In the Managers 122 and Treasurer 100 are solution requiring both Lotholders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 312 ARCH Street, or of any of the Managers. 723

PENNSYLVANIA HOSPITAL.

PHILADELPHIA, January 25, 1858,

The attending Managers are:—

S. Morris Waln. No. 128 South Delaware avenue,

Adolph E. Borle. No. 135 Dock street.

Attending Physician—Dr. J. M. Da Costa, No. 1905

Spruce street.

Attending Surgeons—Dr. Addinell Hewson, No. 135

South Fitteenth street; Dr. D. Hayes Agnew, No. 16

North Eleventh street.

The Physician and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter. DENNSYLVANIA HOSPITAL.

JOHN CRUMP. CARPENTER AND BUILDER,

SHOPS: NO. 213 LODGE STREET, AM NO. 1788 CHESNUT STREET,

PHILADELPHIA