POLITICAL.

-In alluding to the ex-Confederate Generals in his Dayton, Ohio, speech last week, Vallandigham said:—"We know these men only as our friends, fellow-citizens, and brothers; the defriends, fellow-citizens, and brothers; the descendants of the Washingtons, the Lees, the Hamptons, the Sumters, the Marions, the Prestons, the Haynes, the Laurens, and others, who side by side, stood with the Hancocks, the Adamses, the Starks, the Potnams, the Gates, and the Waynes of the North in the heroic Revolutionary struggle of '76, or with their sons and grandsons in the later conflict of 1812, or the Mexican war of 1846—Americans all, whose fame is the patrimony of the whole country."

—A Nashville letter to the Cincunati Gazette

-A Nashville letter to the Cincumsti Gazette has this:-It is not too much to say that the Rebel Democracy believed the Klan sufficiently powerful to enable them to carry the Presidential election, to overturn the present State government of Tennessee, and fully to recover power. The leading ex-Rebels of the State, had until recently, held aloof from politics; but the appearance of N. B. Forrest and a large numappearance of N. B. Forrest and a large number of persons of that class, in the Democratic State Convention, held here last month, was ominous of evil. Ever since that Convention the deprecations of the Ku-Klux have been more frequent and intolerable.

—The platform adopted by the Democratic National Convention reads that "we declare that the reconstruction acts of Congress are unconstitutional, revolutionary, and void."

unconstitutional, revolutionary, and void."
"That," says Wade Hampton, "was my plank in
the platform. I yield to no one in devotion to
our lest conve."

-Official papers have come to light showing that the Democratic Executive Committee of Ohio have assessed a contribution of ten cents a head on each Democratic voter in the State to carry on the campaign. The County Committees are to collect it through the agency of the sub-committees.

-The Adams (Ga.) Era says:—"Hon. Joshua Hill, Serator elect, is one of the most staunch and reliable Republicans in the United States, a warm and devoted friend of General Grant, and enjoys the unbounded confidence of that

illustrious soldler."
—Judge Aldrich, who had the honor of a Demogratic reception in Charleston, a few days ago, said:—"This is a grand contest in which we are engaged; a contest for constitutional liberty, and it was the contest in which we have been ongaged since 1861."

The Irish Republic says:-"Irishmen in American politics must work from the American standpoint, and remember that it is their citizenship that entitles them to yote and shout, and not the fact of their being born in Ireland." -It has been determined by the Indiana Re-publican State Central Committee to hold a monster state Republican mass meeting at In-

diapapolis on or about the 18th of August.

—Where is Seymour's promised letter of acacceptance? We have heard from the Blair family. They joyfully accept. What is the matter with Horatio? -There is only one difference between Sey-mour and Blair. Seymour favored the last rebeliton, while Blair favors the next rebellion.

-A South Carolina paper compares Biair to John of Gaunt. He can make a demi-John look Gaunt in a very short time.

The Illinois state Register is informed that
Hen. George H. Pendleton will make five or six
speeches in Illinois during the month of August.

A New Prison Experiment in Russia. The St. Petersburg correspondent of the Lon-

don Herald writes, under date of July 9:-"By the exertions of M. Valouieff, ex-Minister of the Interior, a large building in the Wyborg quarter of the town, formerly used as a bonded warehouse, has been turned into a kind of model prison, on an entirely new plan, for offenders condemned to a short term of imprisonment. This establishment has been organized with a view of rejecting all that is bad in the different prison systems employed in the old and the new world, and retaining only what has been proved to be advantageous. It is expected on the one hand to be lound a means of avoid-ing the disorders of the ordinary penitentiaries, which, as is well known, are turned into mere schools of iniquity by the enforced idleness of the criminals and their sectusion in common during the night, and on the other hand of remedying the delects of the American cellular system, condemned by Russian philanthropists nhuman and expensive at the same time.

"The mea of the present attempt, the principal merit of which lies in its cheapness and facility of execution, is entirely due to M. Va-louieff, who made his first essay at Moscow, and, emboldened by the success that attended his efforts there, has turned his attention to the wants of St. Petersburg. One chief object has been to save the expense of crecting new prisons like the model houses of detention in Europa, which (according to Count Sollohoub, who has contributed to the Golos an interesting article on this subject) cost no less than 1200r. £150) per prisoner, by utilizing the vast buildings, such as barracks, hospitals, convents, and manufactories, a great number of which lie

closed and utterly useless in this capital.

"The establishment in question is divided. into four large dormitories, each containing one hundred and forty-eight cells, separated from each other by wooden partition walls. By this distribution it is hoped that the cruelty of cellular detention and the evils of crim herding together in common at night will be alike removed. Besides the five hundred and ninety-two cells, there is an infirmary with one hundred beds and adequate accommodation for the hospital staff and servants of the establishment. To each dormitory is attached a spacious, well-lighted workshop, in which shoemaking, tailoring for the aimy, weaving, locksmiths, joiners, and other trades are carried on. In one part of the premises is a forge, and beyond an excellent kitchen garden. The prison is capable of holding 800 delenus, whereas the cost of adapting the eld building to its new purpose did not exceed 80,000r., i. e., 100r. per

"The Minister of the Interior was very desir-ous of making the prisoners themselves help by their hardiwork to meet the expouses of instal-lation, and eventually to contribute something towards their own keep. This he found quite possible in his experiment at Moscow, but there the criminals were of a class whose term of imprisonment was longer in duration, and of course in their case the task was easier and more prac ticable, there being ample time in three or four years for the prisoners to serve an apprenticeship, learn a trade, and even take by contract, chiefly for the army. However, it seems that in the new establishment, which only admits individuals condemned by the juge de paiz to one year's imprisonment or under, the result has been wholly satisfactory, the work assigned being chiefly mechanical, and the sys-tem has worked so well, that Count Sollohoub expresses a hope that deportation to Siberia, a fruitful source of disorder, useless expense and disgraceiul abuses, may henceforward be found

To advertise critics who reproach the authorities with making the place too comfortable, and the criminals better of in many respects than honest artisans, the count answers that the loss of i berly, the re-traint, the irksoms discip-line, the shame of their position, the privation of their old habits and pleasures, and regular hours of work, will still be found sufficient to create repulsion, and cause a real pain to the idle and deprayed. Even if it does not, he orgues that whoever contrasts the present houses of detention with the hideous vice and drunkenness that obtained formerly will be gratified at the salutary change. After all, regular work must be productive of some good, and regular wages must be found a pow-

-Twenty-five millions in gold from Califor-

-Vermont sends forth a nineteen pound pickerel. -Kate Reignolds is still immensely popular

in London.

-Another large crop of pronunciamentos in

-The Mammoth Cave is making money this

-Monagas is now cook of the walk in Vene

-Colfax is smiling all around his face out

LUMBER.

H. WILLIAMS

OFFERS FOR SALE

SEVENTEENTH AND SPRING GARDEN

PATTERN LUMBER OF ALL KINDS. FATRA SEASONED PANEL PLANK, BUILDING LUMBER OF EVERY DESCRIP-

CAROLINA 4-4 and 5-4 FLOORING. BEMLOCK JOISTS, ALL SIZES. CEDAR SHINGLES, CYPRESS BUNCH SHIN-GLES, PLASTERING LATH, POSTS,

A FULL LINE OF

WALNUT AND OTHER HARD WOODS.

LUMBER WORKED TO ORDER AT SHORT NOTICEL

BPRUCE JOIST, BPRUCE JOIST, HEMLOCK, HEMLOCK,

8. SEASONED CLEAR PINE. 1868.
BEASONED CLEAR FINE. 1868.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS,
RED CEDAR.

PLORIDA FLOORING,
FLORIDA FLOORING,
CAROLINA FLOORING,
VIRGINIA FLOORING,
DELAWARE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK,

1868. WALNUT EDS AND PLANE, 1868.
WALNUT BOARDS,
WALNUT PLANE,

1868. UNDERTAKERS' LUMBER, 1868.
RED OEDAR,
WALNUT AND PINE.

SEASONED CHERRY. 1868. WHITE OAK PLANK AND BOARDS, HICKORY.

S. CIGAR BOX MAKERS, 1868. BPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING. 1868.

CEDAR SHINGLES. 1868 DYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street.

T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS, SHACKAMAXON STREET WHARF.

BELOW SLOAT'S MILLS, (SG-CALLED), PHILADELPHIA, AGENTS FOR SOUTHERN AND EASTERN MANUfacturers of YELLOW PINE and SPRUCE TIMBER
BCARDS, etc., shall be happy to invalish orders at
wholesale rates, deliverable at any accessible port.
Constantly receiving and on hand at our wharf
SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS,
SPRUCE, HEMLOCK, SELECT MICHIGAN AND
CANADA PLANK AND BOARDS, AND HACMATCO SHIP-ENESS.

131 statistics ALL OF WHICH WILL BE DELIVEBED ATANY PARTOFTHE CITY PROMPTLY.

UNITED STATES BUILDERS' MILL, NOS. 24, 26, and 28 S. FIFTEENTH Street. ESLER & BRO., PROPRIETORS.

Always on hand, made of the Best Seasoned Lumbes at low prices, WOOD MOULDINGS, BRACKETS, BALUSTEES AND NEWELS, Newels, Balusters, Brackets, and Wood Mouldings WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS, Walnut and Ash Hand Ralling, 8, 8%, and 4 inches BUTTERNOT, CHESNUT, AND WALNUT MOULDINGS to order.

FIRE AND BURGLAR PROOFSAFES

ALUM AND DRY PLASTER

ACAIN SUCCESSFUL.

Mesars, 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, 8HEARMAN 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. 265 BEOADWAY,

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 7721 CHESTNUT ST.,

WAREHOUSES,) (Masonie Hall), Phila., 365 BROADWAY, NEW YORK,

108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities broughout the United States. 526 tuths3m

C. L. MAISER.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES, ITH, BELL HANGER, AND DEALER

IN BUILDING HARDWARE, No. 484 HACE Street A LARGE ASSORTMENT OF FIRM and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from damanes Prices low, 0. MANSEMFORDER, 85 No. 422 VINE Street.

The following Managers and Officers have

W The following Managers and Olicers have been elected for the year 1898;—
ELI K. PRICE, President.

Wm. H. Moore,
Samuel E. Moon,
Gijliss Fallett,
George L. Rugby,
Edwin Groble,
Becretary and Treasurer—JOB. B. TownsenD.

The Managers have passed a resolution requiring both Lotholders and Visitors to present tickets at the entrance for admission to the Cemetery, Tickets may be had at the Olice of the Company, No. 812

RAILROAD LINES, NORTH PENNSYLVANIA BAILROAD.

CRTH PENNSYLVANIA BAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allantown, Manch Chunk, Hasleton, White Eaven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

EUMMER ARRANGEMENT—ELEVEN DALLY TRAINS—On and after MONDAY, May 29, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows: cepted), as follows:—
At 745 A. M.—Accommodation for Port Washington.
At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennayiwania satiroed, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Ralirosas for Easton, Alientown, Catasauqua. Slatington, Manach Chunk Weatherly, Jeaceaville, Hazleton, White Haven, Wilseebarre, Eingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahaboy Ralirosal for Mananoy City; and with Catawiesa Ralirosal for Rupert, Danville Milen and Williamsport Arrive at Mauch Chunk at 1240 A. M. at Wilkesbarre at 5 2. 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 Jersey Central Ralirosal to New York.
At 345 A. M.—Accommodation for Doylestown, stopping at all Intermediate Stations. Passengers for Willow Grove, Hatbord' and Hartsville, by this train take Stage at Old York Road.
At 1070 A. M.—Accommodation for Fort Washington, stopping at hiterinediate Stations.
At 145 P. M.—Lehigh Valley Express for Bethlehem, Aliestown, Manach Chunk, White Haven, Wilkesharre, Hazleton, Mahanoy City, Centralia, Shenandosh, Mt. Carmel, Pitiston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 315 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Manch Chunk, Wilkesbarre, Maschon, Alientown, Manch Chunk, Wilkesbarre, and Scranton. Passengers for Greenvilletare this train to Quakertown, and for Sumucytown to North Wales.
At 415 P. M.—Accommodation for Doylestown, Stopping at all intermediate Stations.
At 415 P. M.—Accommodation for Doylestown, Stopping at all futer mediate Stations.
At 515 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, and for Sumucytown to North Wales.
At 415 P. M.—Accommodation for Doylestown, Stopping cepted), as follows:—
At 645 A. M.—Accommodation for Fort Wash-

Willenbarre, and Scranton. Passengers for Greenville'take this train to Quakertown, and for Summoytown to North Wales.
At 415 P. M.—Accommodation for Doylestown,
at 915 P. M.—Accommodation for Doylestown,
at 1916 P. M.—Accommodation for Doylestown,
at 1910 P. M.—Through accommodation for Beanlehem and all stations on main line of North Pennsylvania failread, connecting at Betbiehem with Lehigh Valley Lebigh and Susquebanda Evening Train
for Easton. A Bentown Mauch Chuck.
At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1120 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethiehem at 200 and 1105 A. M., 200 and
8-30 P. M.
1125 A. M. and 200 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquebanna
trains from Easton, Scranton, Wilkesbarre, Mahony
City, and Hexleton.
Passengers leaving Wilke oarre at 145 P. M. connect at Bethiehem at 6-55 P. M., and arrive in Philadelphia at 8-30 P. M.
From Doylestown at 8-25 A. M., 5-00 and 7-00 P. M.
From Lausdale at 7-30 A. M.
From Fort Washington at 9-30, 10-45 A. M. and 2-1
P. M.
ON SUNDAYS.
Philadelphia for Betkiehem at 2-30 A. M.

P. M.

ON SUNDAYS.

Philadelphia for Betkiehem at 230 A. M.

Philadelphia for Doylestown at 230 P. M.

Doylestown for Philadelphia at 730 A. M.

Bethiehem for Philadelphia at 430 P. M.

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

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot. Interest within a latter Tickets 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 VV RAILROAD.—SUMMER ARRANGEMENT,
On and after MONDAY, April 12, 1868, Trains will Leave Philadelphia from the Depot, THIRTY, FIRST and CHESNUT Streets, 7:16 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:15 A. M., 11 P. M. Leave West Chester for Philadelphia, from Depot on east Market street, at 5:15 A. M., 7:15 A. M., 7:36 A. M., 16:45 A. M., 16:45

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. Leave Philadelphia at \$100 A. M., and \$200 P. M., Leave West Chester at 7.45 A. M. and \$200 P. M., Leave West Chester at 7.45 A. M. and \$500 P. M., Trains leaving Philadelphia at 7.15 A. M. and 450 P. M., and leaving West Chester at 7.30 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for

hundred dollars unless a special contract is made for the same. HENRY WOOD, General Sup't, Philadelphia, April 1st, 1888. 410

Philadelphia, Aprillat. 1868.

OR 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:—
9:00 A. M., Cape May Express, due at 12:25 (noon),
2:15 P. M., Cape May Express, due at 12:25 (noon),
2:15 P. M., Cape May Express, due at 12:25 (noon),
2:15 P. M., Cape May Express, due at 12:07 P. M.,
4:00 P. M., Fast Express, due at 12:07 P. M.,
9:08 A. M., Morning Mail, due at 10:08 A. M.,
9:08 A. M., Fast Express, due at 12:07 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 daily at
9:20 A. M., and Cape Island at 6:45 A. M.,
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
Annai Tickets, §1:0; Quarterly Tickets, §5:0, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 328
Chesnut street (under the Continental Hotel), where
orders can also be left for Baggage, which with be
called for and checked at residences by the Union
Transfer Company.

called for and checked at residence.

Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, salem, Miliville, Vinciand, and instermediate stations, st 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,

PHILADFLIPHIA AND BALTIMORE CEN
TRAI, RAILROAD - SUMMER ARRANGE
BENT. - On and after MONDAY, April 18, 1868, frains
will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:

At 7:16 A. M. and Oxford at 6 A. M., and leave Rising Son at
8:25 P. M.
A Market Train, with Passances 8-25 P. M.

A Market Truin, with Passenger Cars attached, will rangen TC 162-DAYS and FRIDAYS, leaving the Rising Sun at 11:05 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 leaves Philadelphia at 2:36 P. M.; runs through to Oxford. leaves Philadelphia at 236 F. M.; runs through to Oxford.

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

The gtrain leaving Philadelphia at 480 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD,

dio?

THROUGH LINE BETWEEN WASHINGTON
PRILADELPRIA, AND NEW YORK.
Trains between Washington and New York are
now run as follows, via.:—
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.45 A. M., 12.80 and
7 P. M.

7 P. M
FOR PHILADELPHIA.
Leave daily (except sunday) at 7.45 and 12.15 P. M., and 4.50 and 7 P. M. ON SUNDAY,
Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train

SIEEPING CARS for New Fork on 7F, at stain 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 to the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenne, between Sixth and Seventh streets.

See Baitmore and Ohio Raitroad advertisement and schedule between Washington, Baitmore, Annapolis, and the West.

J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent,
2257] GEO. S. ROONTZ. Agent, Washington.

PAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all politics on Lehigh Valley Railroad and its beautiest. branches.

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

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

Before 5 F. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming varietys before 11 A. M. of the succeeding day, [7 12] ELLIS CLARR, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 829 CHESNUT Street, forwards Parcels, Packages, hierchandles, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM, Superintendent,

RAILROAD LINES.

READING BAILBOAD, GREAT TRUNK EADING RAILROAD,—GREAT TRUNK
LINE from Philadelphia to the interior of
Pennsylvania, the Schuylkili, Susquehanna, Comberland, and Wyoming Vaileys, the North, Northwest, and the Canadas. Summer Arrangement of
Passenger Trains, Monday, August 2, 1885, leaving the
Company's Depot, Thirteenth and Callowhill streets,
Philadelphia, at the following hours—
MCRNING ACCOMMODATIONS.—At 730 A. M.
for Reading and all intermediate stations, and Allen
lown.

for Reading and all intermediate stations, and Alien town.

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

MORNING EXPERIES.—At 5:15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famagua, Sonbury, Williamaport, Elmira. Rochester, Niegara Falls, Buffalo, Wilkesbarre, Pittston, York, Carliele, Chambersburg, Hageritown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Bailread trains for Allentown, etc., and the 3:16 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsbort, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS,—Leaves Philadelphia
at 1730 P. M. for Boading, Pottsville, Harrisburg, etc.,
connecting with Reading and Columbia Railroad alos for Columbia, etc. POTTSTOWN ACCOMMODATION,—Leaves Pottstown at 6-45 A. M., stopping at intermediate stations: arrives in Philadelphia at 905 A. M. Feturning leaves Philadelphia at 4-50 P. M.; arrives in Potatown at 6-40

Philadelphia at 4 35 P, M.; arrives in Potatown at 6 40 P. M. Accommodation—Leaves Reading at 7 30 A, M., stopping at all way stations; arrives in Philadelphia at 10 15 A, M. Beturning, leaves Philadelphia at 5 15 P, M.; arrives in Reading at 8 06 P, M.

Trains for Philadelphia leave Harrisburg at 8 16 A, M., and Potaville at 8 35 A, M., arriving in Philadelphia at 6 55 A, M., arriving in Philadelphia at 6 46 P, M.

The statement of P, M. Alternoon trains leave Harrisburg at 9 15 P, M.; and Potaville at 2 45 P, M.; arriving at 9 16 P, M., and Potaville at 2 45 P, M.; arriving at 9 16 P, M., and Electrical State of P, M. Connecting at Reading with Afternoon Accommodation south at 8 20 P, M., arriving in Philadelphia at 9 15 P, M. Market train, with a Passenger car attached, leaves Philadelphia at 17 45 nosn for Potaville and all Way Stations: leaves Potaville at 7 A, M. for Philadelphia and all way Stations at 16 45 and 16 and and all other Way Stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottaville at 800 A. M., and
Philadelphia at 815 P. M.; leave Philadelphia for
Reading at 800 A. M., returning from Reading at 425
P. M.

M. HESPER VALLEY RAILROAD.—Passengers Downlogtown and intermediate points take the A. M., 1245 and 4780 P. M. trains from Philadela, returning from Downingtown at 6780 A. M., 1700, 1845 P. M. 1865 P phila, returning from Downingtown at \$20 A. M., 190, and \$45 P. M.

FERETOMEN BAILBOAD,—Passengers for Collegeville take 7:50 A. M. and 4:30 P. M. trains from Philadelphia, returning from Collegeville at \$27 A. M. and 149 P. M. Stage lines for various points in Ferkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSEURG AND THE WEST.—Leaves New York at 9 A. M., 500 and \$500 P. M., passing Reading at 1 A. M., 130 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Ratirond Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Battmore, etc., Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, at 3 and 5:25 A. M., 9:35 P. M. passing Reading at 4:49 and 7:38 A. M., and 11:40 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:35 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAH, ROAD,—Trains leave Puttertile at 8:41 120 A. M. and 2:35 P. M. re-New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6:45 11:30 A. M., and 7:15 P. M., returning from Tamaque at 7:45 A. M., and 2:15 and 4:35 P. M.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD, Trains leave Auburn at 755 A. M. for Pine-SCHUYLKILL AND SUSQUEHANNA RAILROAD,—Trains leave Anbern at 755 A. M. for Pinegrove and Harrisburg, and at 12:15 P. M. for Pinegrove and Tremont: returning from Harrisburg at
350 P. M., and from Tremont at 7:40 A. M., and 5:55
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 and intermediate stations, good for day only, are soid by Morning Accommodation, Market Train, Reading 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 by Reading and Polistown 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. Nicholia, General Super-intendent, 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 55250 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 furnished with cards, entitiing themselves and wives to tickets at bair fare.

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

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

Freight Trains leave Philadelphis duly at 4.35 A. M., 12.46 noon, 5.00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Cilnton, and all points 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.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFEOT MAY 11, 1868.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets thirty minutes before us departure. The Chesnut and Wainut streets cars run within one square of the Depot.

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

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. 501 Chesnut street, or No. 115 Market street, will receive attention.

| No. 501 Cheanut street, or No. 110 MS vol. 110 No. 1

| Market streets | TRAINS ARRIVE AT DEPOT, VIZ.; | TRAINS ARRIVE AT DEPOT, VIZ.; | Cincinnati Express | 135 A. M. | Philadel his Express | 7.10 A. M. | Paoli accommodation, No. 1 | 5.20 A. M. | Erie Mai | 7.10 A. M. | 6.10 A. rie Mal arkesburg Train ast Line. Ancaster Train Ancaster Trais 500 P. M. Stile Express 500 P. M. Stile Express 500 P. M. Sali Accommodation, Nos. 2 and 3.340 and 7-10 P. M. Ny Express 500 P. M. Harrisburg Accommodation 956 P. M.

by special contract. EDWARD H. WILLIAMS, 425 General Superintendent, Altoona, Pa.

DHILADELPHIA, GEBMANTOWN, AND ROBERTOWN RAILROAD TIME TABLE, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 995, 10, 11, 12 A, M., 1, 2, 35, 35, 4, 5, 55, 610, 7, 8, 9, 10, 11, 12 P, M.

Leave Philadelphia 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 34, 45, 5, 65, 7, 8, 9, 10, 11, 12 P, M.

The 8 20 Down Train, and 34, and 35 Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 34, A, M., 2, 7, 10M P, M.

Leave Cermantown 83, A, M., 16, 51, P, M.

CHESTNUT HILL RAILROAD.

Leave Chestnut Hill 746, 8, 940, and 1140 A, M., 149, 340, 540, 540, 540 and 1040 P, M.

Leave Chestnut Hill 746, 8, 940, and 110 A, M., 149, 340, 540, 540, 540 and 1040 P, M.

Leave Philadelphia 34, A, M., 2 and 7 P, M.

Leave Philadelphia 5, 75, 9, and 1105 A, M., 154, 3, 404, 540, 540, and 854 P, M.

Leave Philadelphia 5, 75, 9, and 11 A, M., 154, 3, 454, 554, 8, 855 and 115, P, M.

Leave Philadelphia 5, 75, 9, and 11 A, M., 154, 3, 454, 554, and 554 P, M.

Leave Philadelphia 6, 77, 750, 8, and 11 A, M., 154, 3, 454, 554, and 554 P, M.

Leave Philadelphia 6, 75, 9, and 11 A, M., 154, 3, 454, 554, 50, and 115 P, M.

Leave Philadelphia 6, 75, 9, and 11 A, M., 154, 3, 455, 55, 55, 50, and 115 P, M.

Leave Philadelphia 6, 75, 9, and 11 A, M., 154, 3, 455, 55, 55, 50, and 115 P, M.

Leave Philadelphia 6, 75, 9, and 1105 A, 115, 2, 455, 55, 65, 30, and 115 P, M.

Leave Philadelphia 6, 75, 9, and 11 A, M., 154, 3, 455, 55, 65, 30, and 115 P, M.

Leave Philadelphia 6, 75, 9, and 1705 A, 115, 2, 455, 55, 65, and 9 P, M.

Leave Philadelphia 7, 75, 820, 93, and 115, A, M., 25, 35, 65, 65, and 9 P, M.

Leave Philadelphia 7, 75, 820, 93, and 115, A, M., 25, 35, 65, 65, and 9 P, M.

Leave Philadelphia 8, A, M., 250 and 770 P, M.

Leave Manayutk 5 to 7%, say 9 A to 127 A, M.
183, 6, 6%, and 9 P, M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2% and 7% P, M.

Leave Manayutk 7% A. M., 6 and 9% P. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

CET THE BEST-THE HOLY BIRLE-HARD ing a Editions—Family, Polpit and Pocket Bible in beautiful fistyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic bindings. A new edition, arranged for photographic partraits of families.

Why, W. HARDING, Publisher, 1980, 586 CHESINUT Street below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF. A15 30 A. M., vis Camden and Amboy Accommodation A15 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Ambay Express... 8'00
At 8'30 P. M., via Camden and Jersey City Ex-

At 2 P. M., Via Camden and Amboy Express... 200
At 8 20 P. M., Via Camden and Jersey City Express... 3 100
At 8 20 and 8 A. M., 2 and 3 20 P. M., for Freehold.
At 8 and 10 A. M., 2 20 and 4 30 P. M., for Freehold.
At 8 and 10 A. M., 2 20 and 4 30 P. M. for Trenton.
At 8 20 and 10 A. M., 1, 2, 8 26, 6 25, 5, and 11 20
P. M. for Bordentown, Burington, Beverly, and Delanco.
At 8 20 and 10 A. M., 1, 2, 3, 8 30, 4 20, 6, and 11 20 P. M., for Florence.
At 8 20 and 10 A. M., 1, 2, 3, 8 30, 4 20, 6, and 11 20 P. M., for Edgewater, Riverside, Riverton and Paimyra. 2 P.M., for Riverton and 3 30 P. M., for Paimyra.
At 5 20 and 10 A. M., 1, 3, 4 20, 5, and 11 30 P. M. for Edgewater, Riverside, Riverton and Paimyra. 2 P.M., for Ribh House.
The 1 and 11 20 P. M. Lines leave from Market Street Ferry (upper side).
FROM KENNINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 52.
At 7 and 11 A. M., 2 20, 3 30, and 5 P. M., for Trenton and Bristoi. And at 10 15 A. M., for Bristoi.
At 7 and 11 A. M., 2 30, and 5 P. M., for Morrisville and Tullytown.
At 7 and 10 5 A. M., 2 30, and 5 P. M., for Schencks At 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tullytown.

At 7 and 1015 A. M., 230, and 5 P. M. for Schencks and Eddington

At 7 and 1015 A. M., 236, 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.

Holmenburg and intermediate stations.

YEOM WEST PHILADELPHIA DEPOT,
VIA Commenting RAHWAY.
At PRO A. M., 1 30, 250, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3:25,
At 1 A. M., Emigrant Line, Fare, \$3.
The 900 A. M., and 820 P. M. Lines will run daily.
All others, Sendags excepted.
At 930 A. M., 130, 630, and 12 P. M. for Bratch
At 930 A. M., 530 and 12 P. M. for Bratch
At 12 P. M. (Night), for Forrisville, Tullytown,
Schenak's, Eddington, Cornwells, Torrische, Holmes
burg, Tacony, Wissinoming, Bridsborg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fish streets, at the sunt street, so intuites before departure. The cars on hisrket street Railway rin direct to West Philadelphs. Depot; Chesuit and Wainut which one square. On hindays the Market street cars will run to connect with the 200 A. M. and

BELVIDERE DELAWARE BAILBOAD LINES BELLVIDERE DELAWARE KAILROAD LINES.
From Kensington Depot.
At7-60 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Iduca Owero, Rochester, Hinghamton, Oswego, Syraches, Great Bend, Mourrose, Wilkesbarre, Schooley's Mountein, etc.
At7-66 A. M. and 3-3s P. M. for Scranton, Strondaturg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the Train leaving Raston for March Chinik, Allentown, Bethlehem, etc.
At5-P. M. for Lambertville and intermediate States At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 14, and 6 19 P. M., for Merchantsville,
Moorestown. Rartford, Masonville, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown. Birmingham, and Femberton.
At 1 and 4 P. M., for Lewistown, Wrightatown,
Cocketown, New Exypt, Hornerstown, Oream Ridge,
Imiaystown, Sharon, and Hightstown.

Fitty pounds of baggage only are allowed each
passenger. Passengers are prohibited from taking
anything as baggage but their wearing apparel. All
baggage over lifty pounds to be baid for extra. The
Company limit their responsibility for baggage 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, Worester, Suringted, Hartford, New Haven,
Providence, Newport, Albany, Troy, Saratoga, Utica,
Rome, Syracuse, Rochester, Buffalo, Niagara Falls,
and Suspension Bridge.

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

Lines From New York For Philadbellphia.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Courtland street at 7 A. M.,
I and 4 P. M., and 12 night via Jersey City and Camden; at 6:50 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 5:20 A. M. Accommodation, and 2 P. M. Express, via Amboy and
Camden,
Etg. WILLIAM H. GATZMER,
2 152 Agent,
LARLIE DELIGHTA WILLIAM

COMMONDER THE STATE OF THE STAT Way-Mail Train at \$30 A. M. (Sundays excepted) for Baitimore, stopping at all it-equiar Stations, connecting with Delaware Railroad at Wilmington for Crisselli and Intermediate Stations,

Express Train at 1240 M. (Sundays excepted) for Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-Express Train at 12.00 M. (sundays excepted) for Baltimore and Washington, stopping at Whimington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train as 220 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Maynolla, Chase's and Stemmer's Run. Night Express at 11.00 P. M. (Daily) for Baltimore and Washington, Stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middlelown, Clayton, Dover, Harrington, Scaford, Saliabury, Princess Anne, and connecting at Cristield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Fassengers for Fortress Mogrose 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.

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, 7.00, and 11.30 (only) P. M. The 500 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 8.10 A. M. (daily), 1.30 (15 and 7.30 (daily) P. M. The 8.10 A. M. (daily), 1.30 (15 and 7.30 (daily) P. M. The Stopping at Havre-de-Grace, Perryville, and Wilmington.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 5.35 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-Elsat, Elkton, and Newark to take passengers from Washington of Baltimore, and at Chester to leave passengers from Washington of Baltimore, and at Chester to leave passengers from Washington of Baltimore, and at Chester to leave passengers from Washington of Baltimore, and at Chester to leave passengers from Washington of Baltimore, and at Chester to leave passengers from Washington of Baltimore, and at Chester to leave passenge

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 Perry as follows:—

Fare to Atlantic, §2. Round left tickets, good only for the day and train on which they are usued, §3.

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

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

D. H. MUNDY, Agent, DEILADELPHIA AND ERIE RAILEOAD.

SEMMER TIME TABLE.
Through and direct route between Philadelphis, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennaylvania, ELEGANT SLIEPING CAPS on all Night Trains. On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:

follows:

Mell Train leaves Philadelphia

" leaves Williamsport.

" arrives at firle.

Eric Express leaves Philadelphia.

" leaves Williamsport.

" arrives at Frie.

Elmira Mall leaves Philadelphia.

" leaves Williamsport.

" Leaves Williamsport. Mail Train leaves Eric.

Leaves Williamsport.

n arrives at Philadelphia....

General Superintendent

AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS
CHESNUT Street; rear ontrance No. 1107 Sanson 81.

Superior Street; rear entrance No. 1107 Sansom St.

Superior Bale at No. 1110 Chesuut street.

Superior Household Furniture. Two
Rosewood Planos Freench Plate Man.
Tikl. and Pier Glassics, Brussels, TapesTry, and Ingrain Carpetts, China, Etc.

Satsocket, at the Auction Store, Hischesnut street,
will be sold, a large assortment of Superior new
and second-hand Household Furniture, comprising
walnut, parior, chamber, and dining-room solts, in
oil and varnish, with warrobes to match. Also,
office tables, book cases, etc.

Superior Plano-Forte,
Also, at 12, o'clock, will be soid 2 elegant rosewood Plano-Fortes.

Liquors,—Also, an invoice of liquors.

Paintings,—Also, an invoice of paintings, suitable for dealers.

BUNTING, DURBOROW & CO., AUCTION MARKET Street, COR and of Bank street. Successors to John B. Mysra & Co. FIRST LARGE POSITIVE SALE OF CARPET-IN-S. OIL CLOTHS, ETC., On Friday Morcing. Aug. 7, at 11 o'clock, on four months' credit, [7 29]64 LARGE PEREMPTORY SALE OF 2000 CASES
BOOTS, SHOES, TRAVELLING BAGS, ETC.
On Thesday morning,
Aug. 11, at 10 0 clock, on 4 months, credit, [8 5 54

L IPPINCOTT, SON & CO., AUCTIONEERB. FIRST LARGE POSITIVE SALE OF 1000 LOTS AMERICAN AND IMPORTED DRY GOODS, LINEN AND HOSIERY GOODS, WHITE GOODS, NOTIONS, ETC., FOR FALL OF 1808, By Catalogue, on credit

GOODS, NOTIONS, ETC., FOR FALL OF 1868,
By Catalogue, on credit,
Angust 12, 1808, commencing at 10 o'clock, In
cluded will be found an attractive assortment of new
and desirable goods for the approaching season. 5825

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

SPECIAL SALE AT THE AUCTION ROOMS—
VERY ELEGANT PURNITURE.
On Wednesday Morning.
August 12th, at 11 o'clock, at No. 529 Chesnut street,
by catalogue, very elegant wainut Faresture, including—Suit elegant wainut antique drawing-room forniture, smilque centre table, Brocatelle marble; a
haudsome carved wainut chamber suits, splendid
carved wainut sideboard, elegant secretary bookease,
antique library suit, suit elegant wainut ball const antique library suit, suit elegant secretary posicease, antique library suit, suit elegant walnut hait formiture, piano stool, etc.

The Furniture was made to order in the best manner, is entirely new, and will be soid positively without reserve.

May be examined on the day previous to sale.

M. THOMAS & SONS, NOS. 139 AND 141

C. D. McCLEES & CO. AUCTICNEERS, No. 506 MARKET Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.

Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST ARE now run as sellows, viz.—
FOR BALTIMORE,
Leave daily, except sunday, at 7:00, 745, and 12:30 P.
M., and 2:00, and 4:00 and 8:45 P. M.
FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 7:00 A. M., and 2:00 and 8:45 P. M. and 845.P.M. STATION SOUTH OF ANNAPOLIS JUNCTION.
Leave at 615 and 700 A.M., and at 200 and 435 P.M.

P. M. FOR ANNAPOLIS.

Leave at 7'00 A. M. and 4'30 P. M. No trains to or 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.

FOR ALL PARTS OF THE WEST.

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

M., 430 and 345 P. M.

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

On Sunday at 420 and 345 P. M. only, connecting at
Relay Station with trains from Baltimore to Wheel
lay Parkarshure, sig. Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.
Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.
For New York, Philadelphia, and Boston, see advertisement of "Through Line."
J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25†] GEORGE S. KOONTZ, Agent, Washington.

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

Freight for all way points on the Camden and Amboy, Freshold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon. For Treaton, Princeton, Kingston, Rocky Hill, 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 8 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in everying stance be zent with each 1 ad of goods.

WALTEP FREEMAN, Agent,
No. 226 S. Delaware Avenue,

No. 225 S. Delaware Avenue, Philadelphia.

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 from It is very simple in its construction, and is perfectly air, tight, self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of seal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

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

Nos. 1132 and 1134 MARK ET Street.

Philadelphia.

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

N, B,—Jobbing of all kinds promptly done, 5102

WIRE GUARDS, FOR STORE FRONTS, ASYLUMS, FAC-TOBLES, ETC.

Patent Wire Railing, Iron Bedsteads, Gruamenta

Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

H. WALKER & SONE; No 11 North SIXTH Street.

DR. KINKELIN, AFTER A RESIDENCE coner of thirty years at the Northwest coner of Third and Union streets, has lately removed to Seath ELEVENTH Street, between MAR. KET and CHESNUT.

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

Direases of the skin, appearing in a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 5 A. M. to 9 P. M.

PENNSYLVANIA HOSPITAL.

The attending Managers are:

8. Morris Wain. No. 128 South Delaware avenue.
Adolph E. Borle. No. 188 Dock atreet.
Attending Physician—Dr. J. M. Da Costa, No. 1908
Spruce street. Attending Physician—Dr. Addinell Hewson, No. 135
Spruce street.
Attending Surgeons—Dr. Addinell Hewson, No. 135
South Fitteenth street; Dr. D. Hayes Agnew, No. 15
North Eleventh street.
The Physicians and Sorgeons 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.

FITLER, WEAVER & CO.,

MANUFACTUREDS OF MANILLA AND TARRED CORDAGE, CORDS

TWINES, ETC., No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN H. FITLES, MICHAEL WEAVER,

CONBAD F. CLOTHIER. 214

CONRAD F. CLOTHER. 2149

CONRAD F. CLOTHER. 2149

CONRAD F. CLOTHER. 2149

CONRAD F. CLOTHER. 2149

EAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
REMOVED TO
Philadelphia.
DEALERS IN RAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Large and small GUNNY BAGS constantly on hand.
2221 Also, WOGL BACKS.
JUHN T. BAILEY. JAMES CASCADEN.