OUR RELIGIOUS COLUMN.

The Two Plumbers. God has work for all his people to do. I can't do your work. You can't do mine. The following story will illustrate this:—

Two plumbers were at work on a nice job which needed all their skill. A fine tool, without which they could not work, slid down the pipe. Their hands were too large to get it up again. The house was full of grown people, but no help could they give: their hands were as large as the plumbers' were. Two children came by; they had often gene to see the men work, and the men knew they would help them if they could. The first put her hand down the pipe; but it felt cold, and the tool at the bottom was sharp, so she drew It back. The next was more brave. She thrust her right arm down, gave one strong pull, and out came the tool. So the men worked on.

Now there are things to be done for the Lord, which he pleases only to do with the small hands of his little willing children. Will you ask him, though you are small in his sight and others' sight, to use you in his work? Ask him how he would have you help in the glorious work of doing good. God has work for you both in your own heart and in the hearts of others. You can help and cheer your dear mother and father; and set a good example for brothers and sisters and schoolmates. Happy are you if you know his will,

An Idle Dream.

For a man to think he is going to do the work of his life without obstacle and opposition, is to dream in the lap of folly itself. What should we amount to, were we com-pelled to feel our way, to fall down and get up again, and learn that our theories are never according to the law of nature, but nothing more than the limited projection of our limited perception upon the untried and unreal? We are, however, not to be dis-couraged on this account; we are rather to be the more satisfied of its being good and right for us, for in adversity and opposition we are tried; and trials are nothing more than tests of nature. Up from below do we go above. We are but the products of lower conditions. Our experience is merely passing through the changes, and would be just no experience at all if we could manage to escape altogether. We ought not to make complaint when we see how all things work together for

SUMMARY OF RELIGIOUS NEWS. METHODIST.

-Rev. B. H. Nudal, formerly of this city writes as follows, in the New York Methodist; -"Our readers have frequently heard of Drew Theological Seminary, and are likely to hear of it frequently in time to come. It is the grandest of all the fruits of our Centenary, as the Centenary itself was of the gratitude of a great Church. As is well-known, the Seminary, situated at Madison, N. J., has been in operation for a year. Its property and financial relations had been fully understood from the first, but had not been settled according to the forms of law. On Friday, the twenty-fourth of July, this settlement was made. Under a call of Dr. McCliatock, the President of the Institution, the trustees assembled—Mr. Drew among them—for the transaction of general business, and especially for the purpose of seeing consummated, in due form of law, the noble purpose of the founder of the Institution. The reader is to imagine himself seated in the spacious drawing room of the Seminary, in the presence of eleven trustees. As our article may descend to posterity, we shall give their names.
They are:—Daniel Drew, Matthew Simpson,
Daniel Curry, John S. Porter, George T. Cobb,
John H. Ockershausen, R. L. Dathiell, James
M. Tuttle, Archibald C. Foss, and Harvey B.
Lane. The work of the meeting began with religious exercises, led by the Roy. Dr. J. S.

Mr. Drew, as President of the Board of Trustees, occupied the chair, and after roll call and a little business, stated in a quiet tone, and in the emallest possible number of words, that he had brought with him a paper or two, which he would like to present to the Board, and have read. He then offered the deed for one hundred acres of land, a bill of sale, for the nominal cousideration of one dollar, securing the whole property of the Seminary, buildings, library, furniture, and all other appurtenances, and finally a paper binding himself to pay two hundred and fitty thousand dollars as a permanent endowment for the Institution. These gifts, footed up, amount to about half a million and are to be increased by the addition of a fire-proof library building, and three more houses for professors' residences. The reading finished, Mr. Prew, in a tone barely audible, said that if the papers now read were such as suited the trustees, he was ready to sign them. To such a remark there could be no verbal answer. A silence followed which seemed to turn the scene into a tableau. There sat the speechless trustees, with the dignity of the moment written on their faces. They looked at once cicvated and subdued. The eye of an artist would have seen, in the blended facial expression of the company, admiration without levity, satisfaction without egotism, pride in another's benevolence, and a joy full of deep solemnity, together with such a sense of weight and power as made words ashamed to show themselves. It is, indeed, a habit of the tongue, so glib and rattling about trides, to freeze up before a great sorrow or a princely action. After the papers had been signed, Dr. Dashiell moved that Bishop Simpson be requested to express to Mr. Drew the feelings of the trustees in view of what had taken place. The Bishop spoke admi-rably, and other good speeches were made, but all the speakers fell below themselves; they evidently felt that they had been forestalled by a magnificent action, before which mere words

must be like "the idle wind."

—A new African M. E. Zion church is being projected in Flushing, L. I. The society, which is quite large, is now worshipping in a building entirely inadequate to their wants. The Rev. Moses Manning, the pastor, is endeavoring to obtain assistance for this object, without which it will be impossible for the congregation to carry out their project. Mr. Taomas Leggett, who is well known to the citizens of Flushing. has consented to act as Treasurer for the Zion congregation.

-The Christian Advocate says:-According to present prospects, our theological schools will all be crowded the coming year. At the Boston Seminary it will be necessary to hire additional rooms for the accommodation of students, the number of applicants already exceeding capacity of the five-storled dormitory building. Among the applicants may be found men of family, full members of Conferences, ordained men, ome older than the acting President of

the institution.

The Methodists have begun to discuss union projects, on the one side, with the Episcopalians (from whom they came originally); and, on the other, with the "Evangelical Association" and the African M. E. Church.—Independent.

BAPTIST. -Rev. A. Wiberg writes from Sweden to Rev. Dr. Griffith, of this city, as follows:-

"You will feel interested in seeing the statis-tical table of our churches for the last year, From this table it appears that during the past year 550 were baptized, 327 were received by letter, 352 dismissed, 195 excluded, 88 restored, and 43 deceased; that 9 new churches had been formed, and that the total number of Baptists in Sweden was 7478, in 191 churches. This, how-ever, does not give the whole number of those baptized during the year, as many churches have not sent us their statistics. We find a great drawback to the increase of our denomination in this country from the emigration of many of our members to America. elieve that the First Church in Stockholm has already lost about one hundred by emigration.
A great work of grace has gone on, especially m Skane, where one brother alone baptized more than two hundred in I believe, seven

as well as in the neighboring province of Blexinge, where Brother Bergetroin is laboring. And, on the whole, the work everywhere is avorably progressing. But we feel more and more the great want of laborers. Our Bethel iseminary, or Theological School, has justclosed its second year, and the teachers, as well as the pupils, have gone out during the summer vacation to their respective fields of labor."

—The Baptist church at Vallejo, Cal., called a council of churches, with a view to the customary recognition, presenting as its creed the

tomary recognition, presenting as its creed the "Philadelphia Confession of Faith," of 1889; but, being open communion, the council refused to recognize it as a "regular Baptist church," The Spare Hour, newspaper, of San Francisco, says:—'The invitation to the Lord's Supper, extended by Baptist churches in California, is far from being uniform. Many of the churches nvite members of sister churches of the same faith and order. Others invite only their own members. One at least, in this city, invites immersed believers of any evangelical denomination. Another, in the city invites members of every evangelical church in good and regular standing. One or two in the State invite all

who love our Lord Jesus Christ."

-The Rev. Mr. Elder, of Orange, New York, received a flattering call from the Madison Avenue Baptist Church. This is one of the commanding churches in New York, and the salary was put at \$6000. But Mr. Elder has now one of the best settlements in the church He has declined the New York call, and will remain with his present charge.

-The Rev. W. E. Chambliss, of Mississippl,

has been called to the First Baptist Church, Wilmington, North Carolina.

EPISCOPAL. -The Kevical paper, July 16th, enters its caution against "Unealisfactory Evangelists," such as "bring the name of Christ into discredit," and who 'had far better be earning their living in some useful trade;" and urges the people not to sanction unknown persons, who give no proof either of their ability to preach or of their consistency of life. Mrs. H. G. Guinness writes: — "Mr. Guinness is now laboring at Haverford-west, where he has congregations of 4000 or 5000 in the open air. Last night the chapel was filled at our after-meeting, and the vestry with anxious inquirers. There seems an eager thirst after the truth hereabouts, and the Lord blesses

the work." —A person connected with Surrrey Chapel bears this testimony to the fruits of Mr. Ham-mond's labors among children in London last year:—"More than a year has now elapsed since Mr. Hammond's week of earnest labor among us, when upon the continued lifting up of Jesus Christ and him crucified so many children were deeply convinced of sin, and as we then firmly believed, led savingly to Christ. Several of the more serious of these were received into church-fellowship at the commencement of this year, and have remained steadfast unto the present day. These, having received the peace of God themselves, are continually being made a blessing to others, and may be seen at any of our inquiry-meetings,

Telling to those around What a dear Saviour they have found." PRESSYFERIAN.

-The Christian World, of Loudon, says that the members of the Reformed Presbyterian Church in Great Britain are peculiarly auxious to disavow all sympathy with the action of the General Synod of the Reformed Presbyterian Church against Mr. Stuart. Many of them are also strongly opposed to the use of hymns in social and public worship; and the subject was brought before the meeting of the Synod in Edinburgh in May last, by a memorial, and was fully discussed. The old use and wont of the Church was against the employment of unto spired hymns of praise; but even the Cameronians, as they are termed, have been unable to resist the whole tendency of modern song service in the sanctuary. It is now asserted that bymns are beginning to be freely used in the congregational Sabbath-schools, and that a great majority of the laymen, and a considerable proportion of the ministers, are in favor of allowing the use of a small and select number of hymns.

-The Synod of the Presbyterian Church of Nova Scotia, in connection with the Church of Scotland, met in St. Andrew's Church, Pictou, on the evening of July 7. It had been arranged during the last meeting of this Synod that a union would be consumnated this year with the Synod of New Brunswick, and consequently a number of ministers and elders appeared from the neighboring province. The meeting was thus, perhaps, one of the most interesting and important that has ever been held in connection with this Church in Nova Scotia. The Synod of Nova Scotia and New Brunswick were happily united, a young man offered his services as a teacher in the Foreign Mission field, and a mem-ber of the Presbytery of Pictou—a Mr. Goodwill. of Rogers Hill-offered himself to the Church as a missionary to the South Sea Islands. He was thankfully accepted by the Church.

-The Scotch Presbyterian clergy have been very zealous in hostility against the use of instrumental music in worship; but they seem to be giving way before the determined spirit of people. In Scotland a movement has begun to place an organ, costing £3000, in the venera-ble Cathedral of Glasgow. In Nova Scotia the Synod, at its late meeting, undertook to deal with the congregation of St. Stephen, N. B., for the introduction of an organ. The St. Croix Courier says:—"We regret the rashness of the Synod, as shown in this action, as we feel certain that a persistence in this course can only have one result—the breaking up of the St. Stephen congregation. Is Presbyterianism so strong in these Lower Provinces that the Synod can thus afford to alienate a congregation upon so unim-

The receipts of the Boards of the Presbyte-risn Church, during the month of June, were as follows:—Board of Domestic Missions, \$7224; Board of Education, \$1452.14; Board of Foreign Missions, \$7872.58; Board of Publication (col-portage and distribution), \$3864.30; Board of Church Extension, \$310.75; Fund for Disabled Ministers, \$1195.75; General Assembly's Committee on Freedmen, \$2051.73.

-The Associate Presbyteran body, which is composed of those who did not go into the union in 1858, when the United Presbyterian Church was organized, consists of 4 Presbyte ries, 12 ministers, 40 congregations, 514 families, 1091 members. The increase during the year was 48, with a decrease of 91. The contribubenevolent purposes were \$326.07. Several of the above 40 congregations number only 6 members, some 4, and some only 2.

 On Sabbath, July 5, the new house of wor-ship erected on the corner of Alabama street and Jones avenue, in the northeastern part of Memphis, Tenn., was dedicated to the worship of God. The Rev. Dr. Stedman officiated in the interesting services of the occasion, who will shortly or anize a new church, to occupy this

CONGREGATIONAL.

-An exchange states that the Rev. A. Ballard. D. D., pastor of the First Church, Detroit, has peen tendered the Chair of Rhetoric and English Literature at Marietta College. It is added that he will probably decline.

-The statistics of the Rhode Island churches

for the past year show 24 churches with 3835 members, a gain of 243. Charitable contributions to the amount of \$42,564 are reported from 18 churches, Only 10 have regularly in-

stalled pastors,

-The Rev. John P. Gulliver, D. D., of Chicago, accepts the Presidency of Knox College at Galesburg, Illinois, and has purchased the resi-dence of President Curtis, resigned.

The Benedicite.

Concerning the history of the anthem in the Book of Common Prayer, called the "Benedicite," a correspondent of the New York Evening

Its antiquity, beyond question, is very great, The Septuagint translation of the Old Testament Scriptures was made at Alexandria about 280 B. C. In this the song of the three Holy Children is incorporated in the Book of Daniel, and was scepted as canonical by the Alexandrian Jews, but regarded as apocryphal by those of Judea. In the narrative of Daniel, after the three confessors have been thrown into the furnace, Azarias is represented praying to God for deliverance, in answer to which the angel of the Lord shields them from the fire which consumes their executioners; whereupon three, with one accord, raise the triumphant song, the greater part of which now constitutes months. And the ravival is still going on there, I the Benedicite. The chief parts of the compo-

sition are also placed at the end of the Psalter in many of the Greek manuscripts, under the titles of "The prayer of Azarias," and "Toe hymn of our Fathers." It was, therefore, in use as a hymn of Divine praise at least two thousand one hundred and lifty years ago; and if the account of its origin is authentic, some three

hundred years earlier.

It is included in the canon adopted by the Council of Trent (A. D. 1546), in which, with the rest of the Apocrypha, it is proneunced to be deserving of "equal veneration" with the rest of the sacred books, and the decree closes with a solemn anathema against all who should "not receive the entire books with all their parts as sacred and canonical." In the Greek Church the general current of opinion coincides with this judgment, although the point is disputed, and has never been settled by authority. Together with the other compositions known as the Apoarypha, it was omitted from the canon at the Reformation by the English Church; not as spurious, but as doubtful, because disputed, It was adopted from the Jewish usage into the worship of the Christian Church in very early times, and is found in many of the early Latin psalters. Cyprian (A. D. 250) quotes it as a part of the Holy Scriptures. Bufinus (A. D. 390) indignantly controverts Jerome for doubting its divine authority; and states that it had been used in the daily service of the Church long before his own times. At the beginning of the seventh century a part of the clergy as-sumed the responsibility of omitting it from the by a decree of the fourth Council of Toledo; and the same decree commanded its universal use. Although now regarded as apocryphal by the churches which derive their canon of the Holy Scriptures from the Reformation, it is at least an exact paraphrase of the 148th psalm. In the first revision of the prayer-book under King Edward VI., the Benedicite was ordered to be used in Lent and the Te Deum during the rest of the year. At the second revision it was left optional at the discretion of the minister, and he usage has since remained unchanged. matry of the parish churches in this country it s used in place of the Te Deum on Thanksgiving Day, for which occasion its peculiar appropri-ateness is strikingly apparent.

RAILROAD LINES,

NORTH PENNSYLVANIA RAILROAD.—
direct line to Bethlehem, Easton, Allentown, Mauch
Chunk, Hazleton, White Haven, Wilkeebarre, Mansnoy City, Mount Carmel, Fittston, Scranton, Carbon
dale, and all the points in the Lehigh and Wyoming
Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY
TRAINS—On and after MONDAY, May 29, 1868,
Passenger Trains leave the New Depot, corner of
BERKS and AMERICAN streets, daily (Sundays ex
cepted), as follows:—

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

cepted), as follows:—

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

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Maliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Masch Chunk Weatherly, Jeanesville, Hanieton, White Haven, Wilkesbarre, Kingston, Pitaton, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahenoy Railroad for Mahanoy City, and with Cataswess Railroad for Mahanoy City, and with Cataswess Railroad for Rupert, Danville Millon, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 3 2, M.; at Mahanoy City and ville Williamsport Arrive at Mauch Chunk at 1205 A. M. is tilkesbarre at 3 2, M.; at Mahanoy City M 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 1165 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 846 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Harasville, by this train take Stage at Old York Road.

At 1020 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 146 P. M.—Lehigh Valley Express for Bethichem, Allentown, Macch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralla Shensadoah, Mt. Carmel, Pittston and Scrauton, and all voints in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Accommodation for Joylestown, stopping at all Intermediate stations.

At 316 P.M.—Lehigh and Susquenzuna Express for Bethlehem, Easton, Allentown, Mauch Chunk, White Haven, Wilkesbarre, and Scrauton. Passengers for Greenville'take this train to Quakertowr, and for Sumneytown to North Wiles.

At 416 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 416 P. M.—Accommodation for Doylestown, stopping at all intermediate of the North Pennsylvown to North Wiles.

At 416 P. M.—Cheligh and Susquehanna Evening Train for Festor, Allen

vania Railroad, connecting at Bethlehem with Le-high Valley Lehigh and Susquehanna Evening Train for Easton. A lientown. Mauch Chunk. At 820 P. M.—Accommodat'ou for Lansdale, stop-At 11'80 P. M .- Accommodation for Fort Washing-

ton. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 and 1105 A. M., 200 and 830 P. M.
1106 A. M. and 200 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton. City, and Hazleton.

Passengers leaving Wilkesbarre at 1'43 P.M. connect at Bethlehem at 6'05 P. M., and arrive in Philadelphia at 8'20 P. M.

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

From Fort Washington at 8'30, 10'45 A. M. and 8 1 P. M.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. Doylestown for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 4:30 P. M. Fifth and Sixth Streets Passenger Cars convey passengers 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. ON SUNDAYS. depot. 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.

W EST CHESTER AND PHILADELPHIA
RAILROAD.-SUMMER ARRANGEMENT.
On and after MONDAY, April 13, 1868, Trains will On and after MONDAY, April 12, 1888, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY.

FIRST and CHESNUT Streets, 7-15 A. M., 11 A. M., 2-30 P. M., 4-15 P. M., 4-50 P. M., 7-15 A. M., 11 A. M., 2-30 P. M., 4-15 P. M., 4-50 P. M., 7-15 A. M., 7-20 On east Market street, at 6-15 A. M., 7-15 A. M., 7-20 A. M., 16-35 A. M., 17-35 P. M., 4-50 P. M., 6-55 P. M.

On and after Monday, Jane 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. Junction.

The Depot in Philadelphia is reached directly by

tion.
The Depot in Philadelphia is reached directly by
the Chesnut and a Wannt Street cars. Those of the
Market Street line run within one square. The
cars of both lines connect with each train upon its

cars of both lines connect with each train upon his strival.

ON SUNDAYS,

Leave Philadelphia at \$00 A. M., and \$00 P. M.,

Leave West Chester at 745 A. M. and \$00 P. M.,

Trains leaving Philadelphia at 715 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and Intermediale points.

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

HENRY WOOD, General Sup's, Philadelphia, April 1st, 1868.

FOR CAPE MAY VIA WEST JERSEY RAIL

Ferry). Commencing SATURDAY, July 15, 1898,
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 12:25 (noon),
4:00 P. M., Fast Express, due at 12:05 P. M.

RETURNING LEAVE CAPE ISLAND,
6:00 A. M., Morning Mail, due at 12:07 P. M.
6:00 P. M., Cape May Express, due at 12:07 P. M.
5:00 P. M., Cape May 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, 83.
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:—
Annual Tickets, \$100, Quarterly Tickets, \$30, 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

Transfer Company
Transfer Company
WEST JERSEY RAILROAD LINES.
WEST JERSEY RAILROAD LINES. For Bridgeton, Salem, Millville, Vinetand, and Instermed ate stations, at 8:00 A. M. and 3:30 P. M.
For Cape May, 9:00 A. M., 3:15 P. M., and 4 P. M.
Woodbury Accommodation train at 6:00 P. M.
Bridgeton and Salem Freight Train leaves Camden dally, at 12 (boon)
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wikesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Railroad and its branches.

branches.

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

Goods delivered at the Through Freight Depot,

B. E. corner of FRONT and NoBLE Streets,

Before 5 P. M., will reach Wilkesbarre, Mount Carmer,

Mahanoy City, and the other stations in Mahanoy and

Wyoming valies before 11 A. M. of the succeeding day.

[7 23] ELLIS CLARE, Agent,

RAILROAD LINES.

PEADING BAILBOAD,—GREAT TRUNK
LINE from Philadeiphia to the interior of
Pennsylvania, the Schuylkiri, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of
Passenger Trains, Monday, August 3, 1968, leaving the
Company's Depot, Thirteenth and Callowhili streets,
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 739 A. M.
for Reading and all intermediate stations, and Allen
lown.

for Reading and all intermediate stations, and allen lown.

Returning, leaves Reading at 620 P. M., arriving in Philadelphia at 915 P. M.

MORNING EXPRESS,—At 815 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elnira, Rochester, Nilagars Falls, Buffalo, Wilkesbarra, Pittston, York, Carlisia, Chambersburg, Hagerstown, etc.

The 7-30 train connects at Reading with the East Pennsylvania Haliroad trains for Allentown, etc., and the 818 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schwylkill and Susquehanns trains for Northumberland, Williamsport, York, Chambersburg, Pinestrove, etc.

AFTERNOON EXPRESS,—Leaves Philadelphia at 370 F. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 575 A. M. Returning leaves Philadelphia at 4 30 P. M., arrives in Pottstown at 6-40 P. M.

EEADING ACCOMMODATION—Leaves Reading

Philadelphia at 4 30 P. M.; arrives in Pottatown at 6 40 P. M.
READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.
Reading at 8 60 P. M.
Reading at 8 60 P. M.
Trains tor Philadelphia leave Harrisburg at 8 10 A. M., and Pottaville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 6 P. M., and Pottaville at 2 45 P. M.; arriving at Philadelphia at 6 46 P. M.
Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Atternoon Accommodation south at 8 30 P. M., arriving in Philadelphia at 9 18 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12 45 noon for Pottaville and all Way Stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8 30 A. M., and Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M., leave Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M., Leave Philadelphia for Reading at 8 80 A. M., returning from Reading at 4 25 P. M.

Philadelphia at 3 15 P. M.; leave Philadelphia for Reading at 8 90 A. M., returning from Reading at 4 25 P. M.

UHESTER 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 8 45 P. M.

FERKIOMEN RAILROAD.—Passengers for Collegeville take 7 30 A. M. and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M. and 4 30 P. M. stains 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., 5 00 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 Railroad Express Trains for Pittsburg, Chicago Williamsport, Emiras Battmore, etc. Returning, Express Train leaves Harrisburg, on sarrival of Pennsylvania Express from Phitsburg, at 8 and 5 25 A. M., 9 35 P. M., passing Reading at 4 19 and 7 05 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 45 A. M., and 5 06 P. M. Sieeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 05 P. M. Mail train for Harrisburg at 8 10 A. M. and 2 05 P. M. Mail train for Harrisburg at 8 10 A. M., and 2 15 and 4 25 P. M., SCHUYLKILL VALLEY RAILROAD.—Trains leave Postsville at 6 45 11 30 A. M., and 2 15 and 4 25 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD.—Trains leave Postsville at 6 45 11 30 A. M., and 2 15 and 4 25 P. M.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD, Trains leave Auburn at 7:55 A. M. for Pine-ROAD,—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 18:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:35 is 9. M., and from Tremon the More P. M.,
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottetown Accommodation Trains, at reduced

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

by Kesding and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 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 \$6250 each, for families and firms.

Senson 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 furnished with cards, entiting themselves and wives to tickets as bair fare. formshed with cards, entitling themselves and wives to tickets at bair fare.

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

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

Freight Trains leave Philadelphia daily at 435 A. M., 1245 noon, 306, and 5 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

heyond.
Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 Å, 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 8. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT 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 Street cars, the last car connecting with each train leaving Front and Market streets tairly minutes before its departure. The Chesnut and Walnut 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. parture of each train.
Siet ping Car Tickets can be had on application at the Ticket office N. W. corner Ninih 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.

TRAINS LEAVE DEPOT, VIZ:-

Market streets. ARRIVE AT DEPOT, VIZ :-Cincinnati Express.
Philadeli his Express.
Psol: Accommodation. No. 1...... arkesburg Train.....ast Line......ascaster Train.....

DHILADELPHIA, GERMANTOWN, AND NOERISTOWN RAILROAD - TIME TABLE, FOR GERMANTOWN, AND Leave Philadelphia 6, 7, 3, 905, 10, 11, 12 A, M., 1, 2, 34, 45, 64, 610, 7, 8 9, 10, 11, 12 P, M.

Leave Philadelphia 6, 7, 7, 5, 8 20, 9, 10, 11, 12 A, M., 1, 2, 34, 44, 6, 64, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 45, 6, 64, 7, 8, 9, 10, 11, 12 P, M.

The 8 20 Down Train, and 33, and 5% Up Trains will not stop on the Germantown Branch,
Leave Philadelphia 9, A. M. 2, 7, 10% P, M.

Leave Chestnut Hill RAILROAD.

Leave Philadelphia 3, 8, 10, 12, A. M., 2, 34, 5%, 7, 9 and 11 P, M.

Leave Chestnut Hill 7-16, 8, 940, and 11-10 A, M., 1-40, 340, 5-40, 6-40, 5-40 and 10-40 P, M.

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

Leave Chestnut Hill 7-60 A, M. 12-40, 5-40 and 9-25 P, M.

Loave Philadelphia 5, 75, 9, and 11-05 A, M. 15, 3, 45, 54, 64, 8-45 and 115 P, M.

Leave Philadelphia 9, A. M. 20 and 10-50 A, M. 15, 3, 45, 54, 64, 8-45 and 11-50 A, M. 12-30 and 7-15 P, M.

Leave Philadelphia 9, A. M. 20 and 10-55 A, 11, 3, 45, 54, 64, 8-45 and 11-50 A, M. 15, 3, 45, 54, 64, 8-45 and 11-50 A, M. 15, 3, 45, 54, 64, 8-45 and 11-50 A, M. 15, 3, 45, 54, 64, 8-45 and 11-50 A, M. 12-50 and 9 P, M.

Leave Philadelphia 6, 75, 9, and 11-65 A, 115, 3, 45, 55, 64, 8-45 and 11-60, 74, 8-20, 95, and 11-55 A, 115, 3, 45, 55, 64, 8-45 and 9 P, M.

Leave Philadelphia 6, 75, 9, and 11-65 A, 115, 3, 45, 55, 64, and 9 P, M.

Leave Philadelphia 6, 75, 9, and 11-65 A, 115, 3, 45, 55, 64, and 9 P, M.

Leave Philadelphia 9 A, M., 230 and 7-15 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 7-15 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

Leave Philadelphia 9 A, M., 250 and 9 P, M.

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GET THE BEST-THE HOLY BIBLE-HARD ing's Editions—Family, Pulpit and Pocket Bible in beautiful tayles of Turkey Morocco and antique bindings. A new edition, arranged for photographic potential to of Scutter. portraits of families,
WM. W. HARDING, Publisher,
ENO, 526 CHESHNUT Street below Fourth

RAILROAD LINES.

1868. FOR NEW YORK.—THE CAMDEN AND AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, ALTOO A. M., via Camden and Amboy Accommodation. At S.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 3'00
At 3 30 P. M., via Camden and Jersey Oity Ex-At 5 P. M., for Amboy and intermediate stations.
At 5 20 and 5 A. M., 2 and 2 30 P. M., for Freehold.
At 5 and 10 A. M., 2, 3 30 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3 33, 4 30, 6 and 11 30
P. M. for Bordentown, Burlington, Beverly, and

P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 830 and 10 A. M., 1, 2, 3, 330, 430, 5, and 1130 P. M., for Florence.

At 830 and 10 A. M., 1, 3, 430, 6, and 1130 P. M., for Edgewater, Riverside, Riverton, and Palmyra, 2 P.M., for Riverton and 330 P. M. for Palmyra, 2 P.M., for Riverton and 330 P. M. for Palmyra.

At 530 and 10 A. M., 1, 3, 430, 6, and 1130 P. M. for Plah House.

The 1 and 1130 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 3.

At 7 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristol. And at 1015 A.M. for Bristol.

At 7 and 11 A. M., 230, and 5 P. M. for Borrisville and Tullytown. nd Tullytown. At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schencks

At 7 and 10 b A. M., 230, and 5 P. M. for schencks and Eddington.

At 7 and 10 5 A. M., 230, 4, 5, and 6 P. M. for Corawells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROW WEST PHILADELPHIA DEPOT,

At 930 A. M., 130, 630, and 12 P. M. New York Express Lines, via Jersey City, Fare 4325,

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

The 930 A. M., and \$30 P. M. Lines will run daily.

All others, Sundays excepted. The 939 A. M., and 630 P. M. Lines will run daily.
All others, Sundays excepted.
At 930 A. M., 130, 630, and 12 P. M. for Bristol.
At 12 B. M. (Night), for Morrisville, Tullytown,
Schensk's, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Eridesburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before departure. The cars on Market street Raliway run direct to West Philadeiphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9'30 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE RAILEOAD LINES.

At7-00 A. M. for Niagara Fails, Buffalo, Dunkirk, Elmira, Ithaca, Owero, Rochester, Binghamatos, Oswego, Syracuse, Great Bend, Montrose, Wilkesbaarre, Schooley's Mountain, etc.

At 7-00 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the Train loaying Easton for Mauch Chunk, Allentown, Bethleb M., etc.

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

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 815 P. M., for Merchantsville, Moorestown. Hartford, Masonville, Hainsbort, Mount Holly, Smithville, Ewansville, Vincentown. Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

Firty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid 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, Worcester. Springdeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Ningara Falls, and Suspension Bridge.

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

LINES FROM NEW YORK FOR PHILADELPHIA.

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 Cam-den; at 6:30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M., via Jersey City and West Philadelphia. 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. Accom-modation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, 615! Agent.

modation, and 2 P. M. Express, via Annoy and Canden,
6154

PHILADELPHIA, WILLMINGTON AND BAL
TIMORE BALLEGAD.
TIME TABLE,
commencing MONDAY, April 13, 1863, Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:
Way-Mail Train at 520 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crished and Intermediate Stations.
Express Train at 1200 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-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, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run,
Night Express at 1100 P. M. (Daily) for Baltimore and Washington, Stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salusbury, Princess Anne, and connecting at Cristical with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.
Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1200 M. Train. Via Cristicid will take the 1100 P. M. train.

Event Philadelphia at 1100 A. M., T30, 500, 706, and 1120 (daily) P. M. The 500 P. M. Train connects

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 4'15, and 7'30 (daily) P. M. The 8'10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way-Mailt: 9'40 A. M., Express: 2'25 P. M., Express; 8'35 P. M.,

SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:— Special Excursion.5·18 P. M. ...4·20 P. M. ...11·40 A. M.7·10 A. M. Special Excursion

Sunday Mail Train to Atlantic, Leaves Vine street..... Leaves Atlantic....... Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$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,
7344

DHILADELPHIA AND ERIE RAILROAD.

SEMMER TIME TABLE.

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

ELEGANT SLEEPING OARS on all Night Trains. On and atter MONDAY, May 11, 1863, the trains on the Philadelphia and Eric Railroad will run as follows:—

....12 00 noon8 50 P. M.10 05 A. M.8 00 A. M.6 28 P. M. 11'00 A. M. 10'18 P. M. 7 10 A. M. 7 40 P. M. 8 15 A. M. 5 00 P. M. and AlleAUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION REERS, Nos. 282 and 234 MARKET Street, Co. 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 st LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday & orning, Ang. 13, at 10 o'clock, on four months' credit. 187 st

LARGE POSITIVE SALE OF CARPETINGS, 200
PIEUES OIL-CLOTHS, ETC.
On Friday Morning,
Angust 14, at 11 c clock, on four months' credit,
about 200 pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings, 200 pieces oil-cloths. [888] LIPPINCOTT, SON & CO., AUCTIONEERS.
Ashurst Building, No. 240 MARKET Street.

FIRST LARGE POSITIVE SALE OF

1000 LOTS AMERICAN AND IMPORTED DRY
GOODS, LINEN AND HOSIERY GOODS, WHITE
GOODS, NOTIONS, ETC., FOR FALL OF 1868,
By Catalogue, on credit,

August 12, 1868, commencing at 19 o'clock. In
cluded will be found an attractive assortment of new
and dealrable goods for the approaching season. 532.

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sona.)
No. 520 CHESNUT St., rear entrance from Minor.

No. 329 CHESNUT St., rear entrance from Minor.

Sale at the Auction Rooms.

HANDSOME WALNUT FURNITURE CARPETS,
EVANS & WATSON FINEPROOF, FINE HARNESS, CHINA AND GLASSWARE, FANCY
GOODE, ETC.

On Monday Morning,
August 10. at 10 c'clock, at the Auction Rooms, No.
529 Chesnut street, by catalogue—Superior wainut
household furniture including—Engant suit wainut,
crimson plush parior furniture handsome susts walnut chamber furniture, superior wardrobes, mattresses, bedrand badding, mirrors, book-cases, sideboards,
wainut extension dining-tables, superior came seat
chairs, French China, glassware, the Brussels and
ingrain carpets, government goods, etc.
Also, superior double and single harness.
Also, superior fireproof safe, made by Evans & Watson.

WINES AND LIQUODS

Also, superior fireproof safe, made by Evans & Watson.

WINES AND LIQUORS.

At 120'clock precisely, a quantity of Wines and Liquors, including—200 bottles currant wine, 100 bottles. Port wine, 20 gallous cherry brandy, 50 cases whisky, brandy, and gin, invender and ginger brandy, aberry wine, bay rum, etc.

SPECIAL SALE AT THE AUCTION ROOMS—

VERY ELEGANT FURNITURE.

On Wednesday Morning.

August 12th, at 11 o'clock, at No. 529 Chesnut street, by catalogue, very elegant Wainut Furniture, including—Suit elegant wainut antique drawing-room furniture, antique centre table, Brocatelle marble: 2 handsome carved wainut chamber suits, splendid carved wainut sideboard, elegant secretary bookcase antique library suit, suit elegant wainut hall furniture, plano atool, etc.

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

May be examined on the day previous to sale.

M. THOMAS & SONS, NOS. 139 AND 141

Assignees' Peremptory Sale on the Premises.

VERY VALUABLE WOOLEN AND COUTON MILL, MACHINERY. FIXTURES, ETC..

Known as the "Dexter Mill and Dye House," Main street, south of Lock street, extending through to the Schuylkill river, Mansyung, Pa.

August 12, at 13 o'clock, will be sold at public sale on the premises.

in the premises.

The Real Estate and Machinery to be sold in one lot.

For particulars see handbilis at the auction

883t

C. D. MCCLEES & CO. AUCTICNEERS. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom et.

RAILROAD LINES.

THAL RAILROAD — SUMMER ARRANGE.
MENT.—On and atter MONDAY. A spril 13; 1868, trains
will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
At715 A. M. and 455 P. M., and leave Rising Sun at
515 A. M., and Oxford at 5 A. M. and leave Oxford at
525 P. M.
A Market Train, with Passenger Cars attached,
will rungon TUESDAYS and FRIDAYS, leaving the
Rising Sun at 1105 A. M.; Oxford, 1145 A. M.; and
Kennett, 1 P. M.; connecting at West Chester Junetion with atrain for Philadelphia
On Wednesdays and BATURDAYS Train
leaves Philadelphia at 230 P. M.; runs through to
Oxford.
The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach
Bottom, in Lancaster county. Returning, leaves
Peach Bottom to connect at Oxford with Afternoon
Train for Philadelphia,
The strain leaving Philadelphia at 450 P. M.; runs DHILADELPHIA AND BALTIMORE CEN Train for Philadelphia.

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

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

HENRY WOOD,

General Superintendent.

FIRE AND BURGLAR PROOFSAFES ALUM AND DRY PLASTER ACAIN SUCCESSFUL.

BROOKLYN, May 15, 1968,

Messrs, Marvin & Co., New York-Gentlemen; Our Planing Mili, 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 excellent order. We want another and larger one, and will call

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. 265 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), Philace 265 BROADWAY, NEW YORK, 108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities broughout the United States. 5 26 tuth s3ma

C. L. MAISER.

MANUFACYURER OF FIRE AND BURGLAR-PROOF SAFES, ITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 454 BACE Street

A LARGE ASSORTMENT OF FIRE and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from damanes Prices low. C. HASSENFORDER, 55 No. 62 VINE Street

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

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle, OH ABLES WILLIAMS, Nos. 1182 and 1184 MARK ET Street.

Philadelphia.

A large assortment of Cooking Ranges, Fire-board.

A large assortment of Cooking Ranges, Fire-board Roves, Low Down Grates, Ventilators, etc., alway

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