Address to the Republicans of Pennsylvania.

Hon. Galusha A. Grow, Chairman of the Republican State Central Committee, issues the following address to the voters of Pennsylvania:—

ROOMS OF THE REPUBLICAN STATE CENTRAL COMMITTEE, PHILADELPHIA, Aug. 18, 1868.—To the Voters of Pennsylvania:—Within sixty days you are to decide at the polls upon the principles and general policy that are to control the administration of public affairs for the next four years. On the result hang the grave questions of the peace and good order of society, the prosperity of the industrial interests, the development of the resources of the country, the integrity of the Union, and the guarantees of liberty.

In the outset of the contest, the party that for four years paralyzed the arm of industry by loading it with a burden of twenty-five hundred millions of debt, involved the country in civil war, and threatened the destruction of the Union and the overthrow of liberty, solicits your suffrages, declaring that it has no principles to advocate or measures to support, and calls upon its followers everywhere to defend nothing. With nothing in its history for years worthy to be defended it is the part of wisdom not to make the attempt; for it has manacled the freedom of the press, crushed out liberty of speech, and brutalized the public conscience in fifteen States. It ostracised every man who held the continuance of human bondage a sin against God and a flagrant violation of the spirit and genius of the republic. It waged a cruel war against the pioneer settlers of territories and covered the prairies of Kansas with murdered heroes because they preferred freedom to slavery. It established a reign of terror, and made the existence of men faithful to the principles of the Declaration of Independence impossible on more than half of the territory covered by the flag of a common country. Defeated in its efforts to elect a President of its choice it appealed to arms to nullify the decision of the ballot-box. In the struggle it laid a million of brave men in untimely graves, shrouded the nation in mourning, and flooded it with tears. Such are the ghastly testimonials of what the Democracy has done in years past.

No thanks to that party that to-day we have a country to love or a Constitution to revere. It did all in its power to destroy both.

And now it again seeks power, through discord and civil strife. For four years, during the height of the nation's peril, the only hope of the party for success was in disaster to our arms. Hence it rejoiced at every Union defeat, and mourned over every Union victory.

Its candidate for Vice-President declared to the Convention that nominated him that "we must have a President who will execute the will of the people by trampling into the dust the usurpations of Congress known as the Reconstruction acts. * * * I repeat, this is the real and only question which we should allow to control us. It is idle to talk of bonds, greenbacks, gold, and the public credit. * * * I wish to stand before the Convention upon this issue." Thus was he nominated, and Wade Hampton, advocating the ticket, before an audience in South Carolina, declares "that the cause for which they fought, and for which Stonewall Jackson died, will yet be gained in the election of Seymour and Blair."

If this party can succeed at the ballot-box, the work of reconciliation for four years will be undone, and the priceless sacrifices of four others will have been made in vain.

The issue is marked and well defined:—*Grant, Colfax and Peace, or Seymour, Blair and War.*

GALUSHA A. GROW,
Chairman State Central Committee.

GEORGE W. HAMERSLEY, J. R. MCAFEE, } Secretaries.

Turner the Artist.

In the last number of the London *Art Journal* we find some new information about Turner, of whom hitherto we have known almost as little personally as of William Shakespeare. Mr. Llewellynn Jewitt writes to the *Art Journal* that at the sale of the effects of a family living in one of the most secluded spots in the High Peak of Derbyshire—Brookfield, near Hathersage—"two charming early drawings by J. M. W. Turner have within the last few months most unexpectedly 'turned up,' and after remaining in the family to which they were presented by the great master in 1824, have been brought to the hammer and disposed of." The drawings, which are companions, are each of the same size, thirteen inches by nine; one is called "Coast Scene—Sunrise," the other "A Mountainous Landscape." They were presented by the painter to his old friend James Holworthy, also an artist, on the occasion of his marriage, and it would seem that Holworthy, not fully understanding that they were a gift, must have written to Turner asking or hinting something as to their price. This drew from Turner the following curious and interesting letter, which had been carefully preserved by the family, and was exhibited at the sale:—

APRIL 30, 1824.—Dear Holworthy:—I shall feel uncomfortable if anything should in this note give you any pain, but when I look back upon the length of time you took to acknowledge the receipt of the drawings, and withheld the pleasure I expected of at least hearing if Mrs. Holworthy (to whom in your mutual happiness, I certainly presented *one*) approved; but your letter treats both so like a commission, that I feel my pride wounded and my independence seized. I should be happy to receive any presents of recollection you may, with Mrs. H., think of to send me, and will keep alive my high considerations, but money is out of the question in the present case. It gives me great pleasure to hear from Mr. Phillips of your comforts at Green Hill, and I may, perhaps, if you have as great a regard for auld lang syne as myself, witness all, and though I may not ever be blessed with half, yet you may believe me that it gave me the greatest pleasure to hear, and will continue to give to the end of this sublunary turmoil, for I do not mean my comforts or miseries to be any measure of the like in others. When you come to town I have a great many interrogations to make—not in doubt, but for want of experience in these matters, and I do not hesitate to acknowledge it in offering my respects to Mrs. Holworthy. Believe me to be, dear Holworthy, yours most truly, J. M. W. TURNER.

J. HOLWORTHY, Esq., Green Hill.

At the sale the two drawings fetched the sum of £540. Mr. Jewitt says, "Another highly interesting Turner relic was brought to light at the same time. It is a round snuff-box, two and five-eighths inches in diameter, made out of the lava of Mount Vesuvius, which Turner used as a pallette during his tour, and which he presented to his friend Holworthy. This interesting relic sold for £60. A splendid copy of the 'Liber Studiorum,' with the autograph of Turner, was also disposed of at the sale, and realized £195."

Chinese Street Jugglers.

A letter from China to the Chicago *Tribune* says:—

"Street jugglers and mountebanks abound in Canton, and in fact in every Chinese city. They also travel from place to place throughout the country, displaying their feats and picking up a few cash here and there. As a general thing their juggling feats do not amount to a great deal, yet some of them are very clever, and would create fully as much of a theatrical *furore* in the United States as did the Japanese performers. Sword swallowing and stone-eating appear to be the commonest feats, and operators of this description can be seen in almost every street. One fellow, however, performed a number of feats in front of our hotel which demand from me more than a passing notice. He stationed himself in the centre of the street, and having blown a blast upon a bugle to give warning that he was about to begin his entertainment, he took a small lemon or orange tree, which was covered with fruit, and balanced it upon his head. He then blew a sort of chirruping whistle, when immediately a number of tiny birds came from every direction and settled upon the boughs of the bush to be balanced, or fluttered about his head. He then took a cup in his hand and began to rattle some seeds in it, when the birds disappeared. Taking a small bamboo tube, he next took the seeds, and putting one in it blew it at one of the fruit, when it opened, and out flew one of the birds, which fluttered about the circle surrounding the performer. He continued to shoot his seeds at the oranges until nearly a dozen birds were released. He then removed the tree from his forehead, and setting it down, took up a dish, which he held above his head, when all the birds flew into it, then covered it over with a cover, and, giving it a whirl or two about his head, opened it and displayed a quanty of eggs, the shells of which he broke with a little stick, releasing a bird from each shell. The trick was neatly performed, and defied detection from my eyes. The next trick was equally clever and difficult of detection. Borrowing a handkerchief from one of his spectators, he took an orange, cut a small hole in it, then squeezed all the juice out, and crammed the handkerchief into it. Giving the handkerchief to a bystander to hold, he caught up a tea-pot, and began to pour a cup of tea from it, when the spout became clogged. Looking into the pot apparently for the purpose of detecting what was the matter, he pulled out the handkerchief, and returned it to the owner. He next took the orange from the bystander, and cut it open, when it was found to be full of rice. He performed a number of very pleasing feats, but I have given enough to satisfy the reader that they are equally as expert as the Japanese."

SEWING MACHINES.

THE GREAT
AMERICAN COMBINATION
BUTTON-HOLE OVERSEAMING
AND
SEWING MACHINE,

Its wonderful Popularity Conclusive Proof of its Great Merit.

The increase in the demand for this valuable Machine has been TENFOLD during the last seven months of its first year before the public.

This grand and surprising success is unprecedented in the history of Sewing Machines, and we feel fully warranted in claiming that

IT HAS NO EQUAL,

Being absolutely the best

FAMILY MACHINE

IN THE WORLD,

And intrinsically the cheapest, for it is really two Machines combined in one. Sold at the

S. W. Cor. of ELEVENTH and CHESNUT,

PHILADELPHIA [5 30 stuthif

JEWELRY, SILVERWARE, ETC.

DIAMONDS,
EMERALDS,
RUBIES,
SAPPHIRES,
PEARLS,
BAILEY & Co.,
CHESNUT STREET,
819.

2 tuths]

WATCHES.

C. & A. PEQUIGNOT,
Manufacturers of WATCH CASES, and Dealers in American and Imported
WATCHES,
No. 13 South SIXTH Street,
3 6]rptuths *Manufactory, No. 22 S. FIFTH Street.*

CIGARS.

FINE CIGARS.

S. FUGUET & SONS'

FINE MARIANARITA BRAND

Just in store, a splendid variety of these FINE CIGARS, AT THE LOWEST CASH PRICES, BY THE THOUSAND OR RETAIL.

SIMON COLTON & CLARKE,

Importers of, and Dealers in Fine Sherries, Ports, Clarets, Brandies, Cordials, etc. etc.,

S. W. Corner BROAD and WALNUT Sts.,

6 16tuths PHILADELPHIA.

GROCERIES, ETC.

40 CENTS.—THE BEST ROASTED COFFEE ever sold in Philadelphia, at WILSON'S old established Tea Warehouse, No. 236 CHESNUT Street.

30 CENTS.—GOOD STRONG ROASTED COFFEE at WILSON'S, No. 236 CHESNUT Street.

55 CENTS.—JAVA COFFEE, IN LARGE Government sacks at WILSON'S.

ENGLISH CHICKORY, FOR MAKING Coffee rich and strong. For sale at WILSON'S old established Tea Warehouse, No. 236 CHESNUT street.

80 CENTS PER POUND,—GOOD STRONG BLACK TEA. WILSON'S, No. 236 CHESNUT Street.

ORANGE PEKOE AND ENGLISH BREAKFAST TEA, at WILSON'S Tea Warehouse, No. 236 CHESNUT Street.

SIFTINGS FROM THE BEST TEAS IN THE CITY, for sale to-day at WILSON'S. [6 18thstu3m

TRUSSES.

"SEELEY'S HARD RUBBER TRUSS," No. 1347 CHESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping. Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings for weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. 12sjwem

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, 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 25, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.

At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1·45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3·15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.

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

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

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 and 11·05 A. M., 2·00 and 8·30 P. M.

11·05 A. M. and 2·00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·45 P. M. connect at Bethlehem at 6·05 P. M., and arrive in Philadelphia at 8·30 P. M.

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

From Lansdale at 7·30 A. M.

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

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·30 P. M.
Doylestown 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.

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 principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, 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 P. M., 11 P. M.

Leave West Chester for Philadelphia, from Depot on east Market street, at 6·15 A. M., 7·15 A. M., 7·30 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., 6·55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5·30 P. M.

Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·15 A. M., and going West will take train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

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

ON SUNDAYS.

Leave Philadelphia at 8·00 A. M. and 2·00 P. M.
Leave West Chester at 7·45 A. M. and 5·00 P. M.

Trains leaving Philadelphia at 7·15 A. M. and 4·50 P. M., and leaving West Chester at 7·30 A. M. and 4·50 P. M., 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 the same. HENRY WOOD, General Sup't.

Philadelphia, April 1st, 1868. 4 10]

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—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 Passenger, due at 7·15 P. M.
4·00 P. M., Fast Express, due at 6·55 P. M.

RETURNING LEAVE CAPE ISLAND.
6·30 A. M., Morning Mail, due at 10·06 A. M.
9·00 A. M., Fast Express, due at 12·07 P. M.
5·00 P. M., Cape May Express, due at 8·22 P. M.

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

Cape May Freight trains leave Camden 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, $50, for sale at the office of the Company in Camden, N. J.

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

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.

For Cape May, 9·00 A. M., 3·15 P. M., and 4 P. M.

Woodbury Accommodation train at 6·00 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent.

July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·50 P. M., and leave Rising Sun at 5·15 A. M. and Oxford at 6 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS 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 2·30 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 train leaving Philadelphia at 4·50 P. M. runs to Rising Sun, Maryland.

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

4 10] General Superintendent.

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz.:—

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 7·45 A. M., 12·30 and 7 P. M.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7·45 and 12·15 P. M., and 4·30 and 7 P. M.

ON SUNDAY.

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

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

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

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25†] GEO. S. KOONTZ, Agent, Washington.

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

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

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 21] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, 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.

12††] JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown 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.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·05 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.

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

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

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 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., 1·50 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M., passing Reading at 4·39 and 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

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

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·45, 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M., for Pinegrove and Harrisburg, and at 12·15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·20 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between all points, at $52·50 each, for families and firms.

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

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

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

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

Freight Trains leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5·00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, 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 principal 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.

PENNSYLVANIA 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 thirty 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.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8·00 A. M.
Paoli Accommodation, No. 1	10·00 A. M.
Fast Line	12·00 M.
Erie Express	12·00 M.
Paoli Accom. Nos. 2, 3, and 4—1·00, 6·00 and	10·30 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail	11·15 P. M.
Philadelphia Express	11·15 P. M.
Accommodation	11·30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1·35 A. M.
Philadelphia Express	7·10 A. M.
Paoli Accommodation, No. 1	8·20 A. M.
Erie Mail	7·10 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	9·35 A. M.
Lancaster Train	12·30 P. M.
Erie Express	5·00 P. M.
Paoli Accommodation, Nos. 2 and 3, 3·40 and	7·10 P. M.
Day Express	5·00 P. M.
Harrisburg Accommodation	9·50 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 25 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3½ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill 7·10, 8, 9·40, and 11·10 A. M., 1·40 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher,
No. 326 CHESNUT Street below Fourth.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation	$2·25
At 8 A. M., via Camden and Jersey City Express Mail	3·00
At 2 P. M., via Camden and Amboy Express	3·00
At 3·30 P. M., via Camden and Jersey City Express	3·00

At 6 P. M., for Amboy and intermediate stations.

At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.

At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.

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

At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.

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

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

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

FROM KENSINGTON DEPOT.

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

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

At 7 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10·15 A. M., 2·30, and 5 P. M. for Schencks and Eddington.

At 7 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City. Fare $3·25.

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

The 9·30 A. M., and 6·30 P. M. Lines will run daily. All others, Sundays excepted.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.

At 9·30 A. M., 6·30 and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

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 Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9·30 A. M. and 6·30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

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

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

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Fifty 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, Springfield, 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 Chesnut street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden. WILLIAM H. GATZMER,

6 15] Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE, commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

Express Train at 12·00 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 5·30 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, Magnolia, 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, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave 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-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

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

4 8] H. F. KENNEY, Superintendent.

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	6·15 A. M.
Mail	7·30 A. M.
Freight, with passenger car attached	9·15 A. M.
Express (through in two hours)	2·00 P. M.
Atlantic Accommodation	4·15 P. M.
Returning, leave Atlantic	
Special Excursion	5·18 P. M.
Mail	4·20 P. M.
Freight, with passenger car	11·40 A. M.
Express (through in two hours)	7·10 A. M.
Accommodation	5·50 A. M.

Junction Accommodation to Atco and intermediate stations, leaves Vine street......5·30 P. M.
Returning, leaves Atco......6·25 A. M.

Haddonfield Accommodation Train leaves Vine street......10·15 A. M. and 2·00 P. M.
Leave Haddonfield......1·00 P. M. and 3·15 P. M.

Sunday Mail Train to Atlantic,
Leaves Vine street......7·30 A. M.
Leaves Atlantic......4·20 P. M.

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.

7 3 tf D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train	leaves Philadelphia	11·15 A. M.
"	leaves Williamsport	8·20 P. M.
"	arrives at Erie	8·50 P. M.
Erie Express	leaves Philadelphia	12·00 noon
"	leaves Williamsport	8·50 P. M.
"	arrives at Erie	10·05 A. M.
Elmira Mail	leaves Philadelphia	8·00 A. M.
"	leaves Williamsport	6·28 P. M.
"	arrives at Lock Haven	7·45 P. M.

EASTWARD.

Mail Train	leaves Erie	11·00 A. M.
"	leaves Williamsport	10·15 P. M.
"	arrives at Philadelphia	7·10 A. M.
Erie Express	leaves Erie	7·40 P. M.
"	leaves Williamsport	5·15 A. M.
"	arrives at Philadelphia	5·10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER,
1 11 General Superintendent.

AUCTION SALES.

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

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, FOR FALL OF 1868. On Monday Morning.

August 24, at 10 o'clock, on four months' credit, about 800 lots of French, India, German, and British dry goods.

We will include in our sale on MONDAY, 500 PIECES PARIS MERINOES, Embracing the newest shades of azaline, violet, cerise, white, black, brown, etc., of the importation of Messrs. H. HENNEQUIN & CO. 8 21 2t

LARGE PEREMPTORY SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC. On Tuesday morning, Aug. 25, at 10 o'clock, on 4 months' credit. [8 19 5t

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday morning, Aug. 27, at 10 o'clock, on four months' credit. [8 21 5t

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

Sale at No. 142 N. Thirteenth street.
HANDSOME WALNUT PARLOR AND DINING-ROOM FURNITURE, ELEGANT FRENCH PLATE PIER MIRROR LACE CURTAINS, BRUSSELS AND OTHER CARPETS, ETC. ETC. On Monday, August 24

At 10 o'clock, will be sold, by catalogue, the entire household furniture.
House for rent. [8 20 3t

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

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, BALMORALS, ETC. On Monday morning,

August 24, commencing at 10 o'clock, we will sell by catalogue, for cash, 1500 cases Men's, Boys' and Youths Boots, Shoes Brogans, Balmorals, etc.

Also a superior assortment of Women's, Misses' and Children's City-made Goods. [8 20 3t

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

NOTICE.—Our Regular Weekly Sale of Household Furniture, etc., at the Auction Rooms, will be held on WEDNESDAY, instead of Monday, as heretofore.

Sale at Gibson's Point.
46 BARRELS REFINED PETROLEUM.
On Monday Morning,

24th inst., at 10 o'clock precisely, at Dilworth's warehouse, Gibson's Point, for account of whom it may concern, 46 barrels (more or less) refined petroleum. 8 21 2t

Sale No. 1511 Swain street.
HANDSOME OILED WALNUT FURNITURE, FINE ENGLISH BRUSSELS AND VENETIAN CARPETS, Etc.
On Tuesday Morning.

25th instant, at 10 o'clock, at No. 1511 Swain street (north of Coates street, above Fifteenth street), by catalogue, the entire Furniture, including very handsome oiled walnut and hair Cloth Parlor Furniture, superior oak dining-room Furniture, three suits handsome oiled walnut chamber Furniture, fine hair Mattresses, spring Beds, fine China and Glassware walnut Centre Tables, Venetian Blinds, handsome English Brussels, Ingrain and Venetian Carpets kitchen utensils, etc.

The furniture was made to order, and is equal new in every respect. [8 20 3t

May be examined early on the morning of sale.

LIPPINCOTT, SON & CO., AUCTIONEERS Ashurst Building, No. 240 MARKET Street.

FIRST LARGE POSITIVE SALE OF 900 LOTS AMERICAN AND IMPORTED DRY GOODS, LINEN AND HOSIERY GOODS, NOTIONS, HOOP SKIRTS, ETC.
By Catalogue, on Four Months' Credit.
On Wednesday,

August 26, 1868 commencing at 10 o'clock. Included will be found a full assortment of seasonable goods worthy the attention of buyers. 8 20 4t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

RAILROAD LINES.

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

FOR BALTIMORE.

Leave daily, except Sunday, at 7·00, 7·45, and 12·30 P. M., and 2·00, and 4·30 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.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6·15 and 7·00 A. M., and 2·00 and 4·35 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. M., 4·30 and 8·45 P. M.

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

On Sunday at 4·30 and 8·45 P. M. only, connecting at Relay Station with trains from 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.

INCREASED DESPATCH.

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

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

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

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

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue, Philadelphia.

PRINCIPAL DEPOT

FOR THE SALE OF

UNITED STATES REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL DEPOT,

No. 103 S. FIFTH STREET, PHILADELPHIA,

(One door below Chesnut street).

ESTABLISHED A. D. 1862.

Our stock comprises all the denominations printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS, IMMEDIATELY UPON RECEIPT, a matter of great importance.

Drafts on Philadelphia Post Office, Greenbacks, and National Bank Notes received in payment. The following rates of commission are allowed:—

On $20......TWO PER CENT.
FROM $20 to $100......FOUR PER CENT.
From $100 upwards, FOUR AND A HALF PER CENT

The commission is payable in stamps.

All orders, etc., should be addressed to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Receipts, Bill-Heads, etc., and the best rates of commission allowed.

We have constantly on hand

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

CORN EXCHANGE BAG MANUFACTORY, JOHN T. BAILEY & CO., REMOVED TO N. E. corner of MARKET and WATER Streets, Philadelphia.

DEALERS IN BAGS AND BAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand 2 22] Also, WOOL SACKS.

JOHN T. BAILEY. JAMES CASCADEN.