MEXICO.

Among the Mines-flow Ore is Reduced -A Silver Road.

Kane O'Donnell writes to the New York Trine, from Pachuca, Mexico, as follows: -The cheapness of silver reduction, as compared to the conversion of other metals, especially in this country, is well shown in the haciendas of Pachuca. This is the capital of a silver region radiating three or four leagues round, and comprising a score of mines, with half a dozen works of reduction, the bare majority of which are in operation. The works employ the barrel and torta processes of washing. Smelting is disused, as the quantity of silver to be extracted thereby does not invite the cost of carrying lead from Zimapan. In a country of railroads this objection would not be. Drubtless under the proposed liberation of mining from taxes, there would be ample chance to utilize all the processes, and save all the ore, By smelting the ore is lused with lend, which subsequently is separated from the silver by oxidization into litharge. Most, if not all, the ore ground in this place is subsequently based up into che-mical mod cakes, or tortas, which take up a great space of the hacienda. To be explicit, a hactenga is, in the ordinary sense, a farm; but, as understood by miners, it is a walled estate where one is worked into silver. Within it the entire reduction is accommodated, and by means of stamps, anastras, tortas, barrels, put-

dies, and roughs, the ore is crushed, ground, mixed, and cleared. In short, a hacienda carries on in grand scale the business of turning dirt into money. Pachuca works at present three large haciendas and 100 arastras, more or less. The ore, in the first place, is brought up in a half broken state from the mine by means of a fire whim, and teen, after being hammered into conventent lumps, and separated from all attle or worthless stone, it is put under the stamps to The hacteada of Loreto still employs the rude stamping machine of the Spaniards a great flat cog-wheel moving a Speniards a great flat cog-wheel moving a cogged cylinder, with a system of wooden teeth, by which the stamps are let up and down like so many fron-hobbed cobble pounders. From the stamps the ore goes into the trustras. These are lies bark mills, and are turned by mules. They include a round space of from ten to twelve feet diameter, which is paved with stones set up on edge lengthwise, and then smoothed. From on edge lengthwise, and then smoothed. From the centre moves in sockets a vertical shait from which projects the axies whereto are attached four rude, beavy milistones, and to which are hitched the traces of the mules. Under these stones, readily brought from the mountains and chipped into shape, the ore is ground as line as meal. Each arastra has generally four of them, with as many mules. The mules are blinded to save kicking. It is a little as-tonishing how well these mills do their work. The old tash oned stamps have their place also. A better class of pounders would, of course, work with steam, but considering that wood is scarce at Pachuca, and that the bactendas have no steam, the Spanish stamps serve a good turn. While in the stastra a small quantity of quick-liver is some times mixed with the ground ore, but it is in the pano that it almost wholly undergoes chemical combination. From the arastras the fine ore is run out into tanks, where, after the metal is allowed to settle and the water drain off, it is taken into the patio, a department which is commonly nothing more than the courtyard of a good Mexican house, but which here signifies the amaigamation yard of a silver hacleuda. To this yard the ore goes to be beneficiated, or—to translate the Spanish verb from which the miners have coined this term-to be made good. Here it becomes a orta, or immense mudcake, into which salt is thrown, two pounds or so to every hundred-weight. For one or two days the mixture rests, lime being meanwhile added to cool it if it heats too fast. Continuing cold, magistral is mixed with it. Magistral is an ore compounded of copper pyrites and sulphuretted fron, which when roasted yields a large percentage of the copper sulphate so necessary to amalgamation. The burnt magistral, reduced to a powder, and sometimes slightly mixed with sait, is applied to the torta. In time quicksilver is added, in the preportion of six to one of the calculated mass of silver. In a basin the azogero or amal gamator tests his mixture, and if there is too much sulphate of copper he corrects it by means of ashes, lime, or copper precipitate. The general effect of the mixture is, of course, to liberate the silver so that it shall amalgamate with the quicksilver. The torta, which in its complete state is composed of ore in the shape of mud, together with muriate of soda, sulphate of iron and copper, and quicksilver, is trodden round for many hours by mules to make the amalgam perfect. Formerly this muldy and not very wholesome business was done by men. but now it is entirely given over to the mules, whose green legs and belifes attest the effect of copper. According to need, more of each chemical ingredient is added from day to day. The silver is taken up by the quick-silver in time varying from eight to forty days. When the azogero is satisfied that his process has yielded all the silver possible, the torta-mud is scraped or slided by means of mules into a large vat, where the mass is cleaned, the amal-gam settling and the refuse being washed away. In many cases men tread the vat, into which regular streams of water and ore are poured, in order to stir up the ore so that the water shall carry off its worthless particles. Sometimes a shaft with arms turned round by mules does the same work as effectually, to say the least, I have seen thirty or forty mules jogging round in the tortas, and beneficiated with mud up to their fetlocks, some bringing great puddles to the vats, followed by drivers as much the beneficiaries of the mud process as they. The scene was worse than Broadway in winter. At the vats, however, man and mule have a better time of it, though as yet I have seen no mules. Quicksilver and silver in amalgam are the residue after the torta mixture is well washed and the water gently run off. Some amalgam persistently escapes into the troughs which run for a considerable distance; but these troughs are gently obstructed here and there with wood, and the feet of boys are likewise employed in stopping the metal. From the vat the amalgam is taken and poured into a thick canvas bag, through which the largest portion of the quickthrough which the largest portion of the quick-silver is strained, and a dry amalgam left inside. Then it is moulded into three-cornered blocks, by beating, and in this state is put into what is called the capetlina. This consists of a big bell which fits over a circular hollow, framed of iron, round which water is made to run. In this hollow and

lerman method, What is known as the barrel process remains to be described. By way of preparation therefore the ore has to undergo a rosst. Ten per cent, of common sea salt is mixed with the ore and the whole calcined. The heat is raised to ignite the sulphur, always in combination with the ore as sulphate or sulphuret, and to make the ore red hot. Thus, in about four hours, the metals become exidized, and sulphurous acid gas is given off. At an increased temperature vapors of chloride of iron and hydrochloric acid accompany the sulphurous acid gas. The firing is continued an hour or less until the charge ceases to evolve sulphurous acid, the object being to decompose the sea salt by means of the metallic sulphates. The ore increases in bulk, becomes a deep brown, and the roasting being done, the charge is taken out. The sulphurets of copper and iron enter with the ore into the roast, and have somewhat the effect of magistral in the patu process. This being pre mised, the chemical explanation of the roast, as given by Regnault, is interesting and in place. The two sulphurets named disengage sulphurous acid, and are converted into oxides and sulphates. The silver sulphuret in contact with these becomes a sulphate. The sulphates fuse with the sea salt and sulphate of soda, chloride of all or, and obligade of from, are formed,

over a pacilla with holes is piled the amalgam, on top of which the bell shuts down. Fire is made to play around the bell, which again is

inclosed in a large brick capote, through which the flames of the furnace pass. The results of the capelina process are the vaporizing and pre-cipitation of the mercury by heat, leaving a

porous silver called rosea, which is subsequently metted and cast into bars. There is a less clumsy method for separating the silver than

With the help of atmospheric air sesquioxide and sesquichloride of iron are formed. Sul phurets of autimony and arsenic are also oxy-dized; and the roast further contains chlorides of nanganese, sodium, and lead, besides the sulphate of soda. Whether this statement will be intelligible or not to the general reader, it will at least suggest the great variety of ele-ments which enter into the composition of ore. The roasted ore now goes into the barrels. Ten hundred weight of powdered ore enter 300 weight of water, to which are added 70 to 100 pounds of wrought iron, in bits about an inch square. Fresh quantities of metal are added according to the state of dissolution, and after a couple of hours' rapid turning round of the barrels, 5 cwt, of mercury is poured into them, and the rotations continue for 18 hours. The amalgamation is supposed to be complete at the end of 20 hours, after which the barrels are filled with water and turned moderately. The amalgam is thus freed from refuse and collected in the bottoms. Silver has been taken up at from bye to six ounces to the ton, and another barrelling must sometimes be undergone. It is calculated that every five tous of mineral require 15 pounds of iron and 20 pounds 12 ounces of mercury, the process of reduction occupying twenty-four hours. It is explained to me that before mercury enters the barrel sesquichloride in the ore is converted by the metallic iren into protochloride. Were the mercury to enter suddenly it would become a protochloride or calomel, and be a loss, which is prevented by allowing the protochloride of iron to form. Chieride of silver in the ore combines with the mercury in a liquid amalgam, and chloride of lead and copper join it also. Through close canvas bags the mercury is drained from the amalgam, which still contains six parts of mercury and one part of an alloy holding eighty of silver and twenty of lead copper, antimony, bismuth, gold, zinc, and nickel, mixed. The adhering moreury is dis-

Gold is found in Mexico with the silver, say at fitteen grains to the mark; but it does not pay now to extract it. Interior ores are seldom reduced. It was lately said in Congress that the road to Real dei Monte was paved with the ores as with good intentions; but that the policy of overburdening Mexico's chief industry does not make it pay to take this accumulated wealth out of the dirt into which it is east. Measurably this is true. Poor ores are now thrown aside which with a liberated industry might be profitably reduced; and there are many reasons to suspect that the very dust of the Real road is argentiferous. The same mines cannot always be dug, nor can very rich ores always be had in the same places. There is a natural fear that without encouragement mining will restrict itself to known districts. At Real del Monte it is complained that as the ores assay less than ever, so the cost of extraction increases. Meanwhile, the 24 per cent. tax on silver, reprenting 600,000 marks out of an annual yield of two millions and a half. continues. Taking off this tax, it is reckoned that ores assaying but one mark to a monton of twenty quintals, or about twenty cwt., could be reduced with profit. By protecting the mines, all the other industries which are dependent on it are encouraged. The report lately made to the President by a mining committee enforces these facts, and it it is highly probable that Congress will laye heed to it, not the less that Congress will give heed to it; not the less because very many of its views are agreed to by the Government. The mineral resources of Mexico are as potent as ever.

tilled away, and the impure suver refined by

CLOTHS, CASSIMERES, ETC. COATINGS! COATINGS!

JAMES &

NO. 11 NORTH SECOND STREET.

SIGN OF THE GOLDEN LAMB. ARE NOW RECEIVING NEW STYLES OF

FALL AND WINTER COATINGS. TO WHICH THEY INVITE THE ATTEN-

TION OF THE TRADE AND OTHERS. AT WHOLESALE AND RETAIL. [8 26m

FIRE AND BURGLAR PROOFSAFES MARVIN'S SAFES.

ANOTHER TEST.

DOUR'S DEFOT, S. C., July 20, 1888

Messrs. WM. M. BIRD & CO., AGENTS MARVIN'S SAFES, Charieston, S. C.:

Gentemen: On the night of the 2a instant our store and contents were destroyed by fire, and we are pleased to say we had one of your FIRE PROOF SAFES, which proved to be all you recommended. The heat was so great as to melt the brass handle, and the plate which contains the date of the patent, but the contents were not injured. The safe contained our hooks papers, and notes and bonds to the amount of \$16,000; also a gold watch, which had been repaired and placed therein the evening before the fire. Next day, on opening the Safe, the watch was found ranning. It gives us great pleasure to testify to the excellent quality of your Safes, as they are justly entitled to the highest confidence of the public. We are going to rebuild at once, and shall be in your city in a short time, when we shall call upon you, and purchase another Safe. Respectfully yours.

DE LORME & DOVE.

A PERFECT SAFE.

MARVINS

CHROME IRON SPHERICAL

BURGLAR SAFE

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

PLEASE SEND FOR DESCRIPTIVE CIRCULAR. MARVIN & CO.,

PRINCIPAL 721 CHESTNUT ST., WAREHOUSES, Masonic Hall), Phila., 865 BROADWAY, NEW YORK,

108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities throughout the United States. 5 26 tuths8m

that practiced under the old-lashioned capote. The campans or bell is set lengthwise with a door, and a vent conducting to water, and the amalgam thrown in is subjected to heat, and precipitated with less ceremony. This is the L. MAISER. MANUFACTURBE OF FIRE AND BURGLAR-PROOF SAFES. LOUKEMITH, BELL-HANGER, AND DEALER
IN BUILDING HARDWARE,
NO. 124 RAUE Street.

ZUREN

CONCENTRATED INDIGO, For the Laundry.—Free from Oxalic Acid,—See Chemist's Certificate A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [727 mwism For sale by all respectable Grocers and Drosgless.

CEORCE PLOWMAN.

CARPENTER AND BUILDER,

REMOVED To No. 134 DOCK Street,

PHILADELPHIA.

WILLIAM S. GRANT,
COMMISSION MERCHANT,
Ne. 8 S. DELAWARE Avenue, Philadelphia,
Dupont's Gunpowder, Refined Nitre, Charcoal, Etc.
W. Baker & Co.'s Chocolate Coose, and Broma,
Creeker, Brow, ld. Co.'s Yellow Metal Sheathing.

RAILROAD LINES,

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allendown, Marion Ohnnk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Plitston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAYLY TRAINS—On and after MONDAY, May 20, 1898, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:— BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 648 A. M.—Accommodation for Fort Washington.

At 748 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania kaliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Raston, Allentown, Catasauqua, Slatington, Mauch Chunk Weatherly, Jeanewille, Hazleton, White Haven, Wilkesbarre, Kingston, Pitston, and all points in Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville Milton, and Williamsport Arrive at Mauch Chunk at 1206 A. M.; at Wilkesbarre at 8 P. M.; at Mahanov City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 1135 A. M. for Rastos, and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, stepping at all intermediate Stations. Passengers for Willow Grove, Hattoro and Hartwille, by this train take Stage at 01d York Road.

At 1070 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 145 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Curmel, Pittston and Scranton, and all volute in Mahanoy and Wyoming Coal Regions.

At 236 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.

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At 236 P. M.—Accommodation for Doylestown, stopping at all intermediate stations on Fassengers for Greenvilletase this train to Quakertown, and for Sumney-town to North Wales.

At 260 P. M.—Accommodation for Lansdale, stopping at all lutermediate stations.

At 1150 P. M.—Accommodation for Fort Washington. TRAINS cepted), as follows:—
At 645 A. M.—Accommodation for Fort Wash-

From Bethlehem at 900 and 1105 A. M., 200 and 330 P. M. and 200 P.M. Trains makes direct connec-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, Mahony 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 Lanadale at 7'30 A. M., 5'00 and 7'00 P. M.

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

ON SUNDAYS.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 920 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 700 A. M.
Bethlehem for Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot.
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 Ster MUNDAY, 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 5'15 A. M., 7'15 A. M. 7'30
A. M., 10'45 A. M., 1'35 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 Miedia 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 Chesnus and a Walnut 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 fines connect with each train upon its strival.

ON SUNDAYS,

Leave Philadelphia at \$705 A. M. and \$700 P. M.,

Leave West Chester at 745 A. M. and 5700 P. M.,

Trains leaving Philadelphia at 715 A. M. and 4750 P. M., and leaving West Chester at 730 A. M. and 4750 P. M., councet 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.

HOR CAPE MAY VIA WEST JERSEY RAIL.

CR CAPE MAY VIA WEST JERSEY RAILkOAD.—From foot of MARKET Street (Upper
kerry). 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 7:16 P. M.

4:00 P. M. Fast Express, due at 8:55 P. M.

RETURNING LEAVE CAPE ISLAND,
6:30 A. M., Morning Mail, due at 10:06 A. M.
9:09 A. M. Fast Express, due at 12:07 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at
5:10 P. M. Excursion Tickets, 35.
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, \$1:00; 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.

Transfer Company
Transfer Company
WEST JERSEY RAILROAD LINES.
For Bridgeton, Ealem, Millville, Vinciand, and intermediate stations, et 800 A. M. and 3 30 P. M.
For Cape May, 900 A. M., 3 15 P. M., and 4 P. M.
Woodbury Accommodation train at 800 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon.)
Commutation Checks between Philadelphia and all stations at reduced rates. stations at reduced rates.
WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD — SUMMER ARRANGE.
MENT.—On and after MONDAY, April 12, 1893, trains
will leave the Depot, THIRTY-FIRST and OHES.
NUT Streets, West Philadelphia, as follows:—
At 7'15 A. M. and 4'50 P. M., and leave Rising Sun at
8'25 P. M. A Market Train, with Passenger Cars attached, will rungen TUE-DAYS and FRIDAYS, leaving the Rising Son at 11:05 A, M.; Oxford, 11:46 A, M.; and Kennett, IP, M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2:20 P, M.; runs through to Oxford. Oxford.

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

The strain leaving Philadelphia at 4.50 P. M. runs 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,

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. THROUGH LINE BETWEEN WASHINGTON

7 F. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 746 and 12:15 P. M., and 4:30 and 7 P. M. ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train

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

Torough 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 Pennsylvanis avenne, between Sixth and Seventh atreets.

See Baltimore and Ohie Railroad advertisement and schedule between Washington, Baltimore, An napolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent, 2251] GEO. S. KOONTZ. Agent. Washington.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its by new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

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

[7 2]

TOHE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandise, Hank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities to the United States.

RAILROAD LINES, PEADING BAILROAD,—GREAT TRUNK
LINE from Philadeiphia to the interior of
Pennsylvania, the Schuyikili, Susquehanna, Cumberland, and Wyoming Valleya, the North, Northwest, and the Canadas. Summer Arrangement of
Fascenger Trains, Monday, August 3, 1863, leaving the
Company's Depot, Thirteenth and Callowhill streets,
Philadeiphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 786 A. M.
for Reading and all intermediate stations, and Allen
town. The Act of the common and all intermediate stations, and all of the common and all intermediate stations, and all of the common act of the Philadelphia at 4 30 P, M.; arrives in Potistown at 6 40 P, M.

READING ACCOMMODATION—Leaves Reading at 730 A. M., atopping at all way stations; arrives in Philadelphia at 10 to A. M., Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 5 35 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A.

M., and Pottsville at 8 46 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottsville at 2 46 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 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 hoon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations. and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave rousville 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 7-20 A. M., 12-45 and 4-30 P. M. trains from Philadelphia, returning from Downingtown at 6-30 A. M., 1-00, and 8-45 P. M. 7-20 A. M., 12-35 and 4-20 P. M. trains from Philadelphia, returning from Downingtown at 6-36 A. M., 1-90, and 5-45 P. M.

FERRIOMEN RAILROAD.—Passengers for Collegeville take 7-20 A. M., and 4-30 P. M. trains from Philadelphia, returning from Collegeville at 3-27 A. M., and 4-9 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5-00 and 5-00 P. M., passing Reading at 1 A. M., 1-20 and 10-10 P. M., passing Reading at 1 A. M., 1-20 and 10-10 P. M., passing Reading at 1 A. M., 1-20 and 10-10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rairroad Express Trains for Pittaburg, Chicago, Williams port, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, at 8 and 5-25 A. M., 9-35 P. M., passing Reading at 4-49 and 7-10 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 2-25 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHLROAD.—Trains leave Poutsville at 6-46 11-20 A. M., and 2-15 and 4-36 P. M., returning from Tamaqua at 8-35 A. M., and 2-15 and 4-36 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—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 3:30 P. M., and from Tremont at 7:40 A. M., and 5:35 TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Causdae.

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 sates. rates.

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

by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street. Philadelphis, or G. A. Nicholis, General Super-intendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al polists, at \$2.750 each, for families and firms.

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

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

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

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

FR.1GHT.—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, 3'00, and 6 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. Malis close at the Philadelphia Post Office for all places on the road and its brauches 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.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868, The trains of the Pennsylvania Central Railread leave the Depot, at THIRTY-FIRST and Mark ET 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 Cheanut and Wainut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train. parture of each train.
Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market Street, will

10 00 M 10 10 30 P. M. 280 P. M. ... 400 P. M. 5 30 P. M. ... 5 30 P. M. ... 11 15 P. M. ... 11 15 P. M. Erie Mail...... Philadelphia Express...

TRAINS ARRIVE AT DEPOT, VIZ.:

cini ati Express 1740 A. M.
liadeli bis Express 7710 A. M.
liadeli bis Express 7710 A. M.
le Mail 710 A. M.
le Mail 910 A. M.
re soburg Train 910 A. M.
st Line 9785 A. M.
nester Train 12730 P. M.
le Express 600 P. M.
oll Accommodation, Nos. 2 and 3.340 and 710 P. M.
yrisburg Accommodation 950 P. M.
wrisburg Accommodation 950 P. M. Lancaster Train... Erie Express.....

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

PHILADELPHIA. GERMANTOWN. AND FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 19 A. M., 1, 2, 34, 45, 55, 62, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 34, 45, 665, 7, 8, 10, 11 P. M.
The 82 Down Train, and 33 and 53 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia 94 A. M. 2, 7, 103 P. M.
Leave Germantown 85 A. M. 1, 6, 94 P. M.
Leave Chestnut Hill 7116, 8, 940, and 1110 A. M., 140
340, 540, 640, 840 and 1040 P. M.
Leave Chestnut Hill 756 A. M., 1240, 540, 540 and 925
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 1105 A. M., 13, 3, 45, 55, 63, 805 and 115 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 13, 3, 45, 55, 63, 805 and 115 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 13, 3, 55, 55, 65, and 115 P. M.
Leave Philadelphia 9, A. M., 230 and 71b P. M.
Leave Philadelphia 6, 75, 9, and 11 A. M., 15, 3, 45, 55, 65, and 15, P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 3, 45, 55, 65, and 15, P. M.
Leave Philadelphia 9, A. M., 230 and 71b P. M.
Leave Philadelphia 9, A. M., 230 and 71b P. M.
Leave Manayunk 610, 7, 750, 9, and 11 A. M., 15, 3, 55, 65, and 15, P. M.
Leave Philadelphia 8, A. M., 20, and 105 A.
Leave Philadelphia 9, A. M., 580 and 9 P. M.
Leave Philadelphia 8, A. M., 580 and 9 P. M.
Leave Philadelphia 8, A. M., 580 and 9 P. M.
Leave Philadelphia 8, A. M., 580 and 71b P. M.
Leave Manayunk 610, 75, 820, 95, and 11 A. M., 15, 8, 15, 15, 15, 65, 805, 801 in H. P. M.
Leave Manayunk 7, A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P. M.
Leave Manayunk 7, A. A. M., 6 and 9, P.

C'ET THE BEST-THE HOLY BIBLE-HARD in beautiful fatyles of Turkey Morocco and antique bladings. A new edition, arranged for photographic pertraits of families.

WW. W. HARDING, Publisher,

RAILROAD LINES.

At S.A. M., via Camden and Jersey City Ex-At 2 P. M., 7 a Camden and Amboy Express... 379
At 2 P. M., via Camden and Jersey Oity Ex-At 2 P. M., 7m Camden and Amboy Express... 200
At 3 P. M., via Camden and Jersey City Express... 200
At 6 P. M., for Amboy and intermediate stations.
At 3 30 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 3 and 10 A. M., 2, 230 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3, 230, 430, 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and Delance.
At 5 30 and 10 A. M., 1, 2, 3, 230, 430, 6, and 11 20 P. M., for Floresce.
At 5 30 and 10 A. M., 1, 2, 3, 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 aide).
FROM KENISINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 33.
At 7 and 11 A. M., 2 30, 3 40, and 5 P. M. for Trenton and Bristol. And at 10 3 A. M. for Bristol.
At 7 and 11 A. M., 2 30, and 5 P. M. for Schencks and Eddington.
At 7 and 10 15 A. M., 2 30, and 5 P. M. for Schencks and Eddington.
At 7 and 10 15 A. M., 2 30, and 5 P. M. for Cornwells, Torrigale, Holmesburg, Tacony, Wissing-wells, Torrigale, Holmesburg, Tacony, Wissing-

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, Holmssburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Reliway.

At 9-30 A. M., 1-30, 6-30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$2-25.

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

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

At 9-30 A. M., 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 Morriaville, Tullytown, Schensk's, Eddington, Cornweils, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars

on Third or Fifth streets, at Chesnut street, 38 minutes before devarture. The cars on Market street Ratiway run direct to West Philadelpha Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 930 A. M. and 6 50 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.
At 7:00 A. M. for Nisgara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owero. Rochester, Binghamton, Oswego, Syraconse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Strondsburg, 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 Merchantsville,
Moorestown Hartford, Massonville, Hainsbort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lew stown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Iminystown, Sharen, and Highutown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over lifty pounds to be 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 Fails, and Suspension Bridge.

An exhitional Ticket Office is located at No. 828 Chesnat 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 Jerrey City and Camden; at 620 P. M. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
Philadelphia

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, 6 152 Agent.

Battimore and Washington, stopping at Whimington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3:30 P. M. (Sundays excepted) for Battimore 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 Battimore 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, Portsmonth, and the South.

Fassengers for Fortress Monroe and Norfolk via Baltimore will take the 12:00 M. Train.

WILMINGTON TRAINS.

Stopping at all, stations between Philadelphia and Wilmington.

Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06.

Stopping at all, stations between Philadelphia and Wilmington.

Leav : Philadelphia at 11:00 A, M., 2:30, 5:00, 7:06, 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 8:18 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; 6:55 P. M., Express; 8:55 P. M., Express; 8:56 P. M., Express; 8:56 P. M., Express; 8:56 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, 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 48 8. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.4 15 P. M. Special Excursion.....5 18 P. M4 20 P. M. ...11 40 A. M. ...7 10 A. M.5 50 A. M. Mail Freight, with passenger car..... Express (through in two hours)... Accommodation

Sunday Mail Train to Atlantic,

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

The Philadelphia Local Express Company, No. 625
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, PHILADELPHIA AND ERIE BAILBOAD.

BUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Ballroad will run as follows:—

Mail Train leaves Erie.
leaves Williamsport..... .11.00 A. M .16.15 P. M .7.10 A. M .7.40 P. M .8.15 A. M .5.00 P. M c and Alle-Eric Express leaves Eric 740 P. M. S. 15 A. M. S. 15 A

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION REERS, Nos. 222 and 254 MARKET Street, on a new of Bank street. Successors to John B. Myers & Co. ARGE PEREMPTORY BALE OF 2000 CASES
BOUTS, SHOES, TRAVELLING BAGS, ETC.
On Tuesday morning.
Aug. 25, at 10 o'clock, on 4 months' credit. [8 19 St LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, OB Thursday Acrelias, Aug. 27, at 16 o'clock, on four months' credit. [8 21 34

LARGE POSITIVE SALE OF CARPETINGS, 258

PIECES FLOOR OIL CLOTH, ETC.

On Friday Morning.

August 28, at 11 o'clock, on four months' credit, about 260 pieces of logisin, Veretian, list, hemp, cottage, and rag carpetings; also, 259 pieces oil cloths L IPPINCOTT, SON L& ICO., AUCTIONEERS
Ashurst Bailding, No 240 MARKET Street.

PIRST LARGE POSITIVE SALE OF SOME PROPERTY OF SALE OF GOODS, LINEN AND HOSIERY GOODS, NOTIONS, HOOP SKIRTS, ETC.

By Catalogue, on Four Months' Credit.
On Wednesday.

Argust 26, 1868. Commencing at 10 o'clock Included will be found a full assortment of seasonable goods worthy the attention of buyers.

8 2044

C. D. MCGLEES & CO. AUCTR NEER S SALE OF 1808 CASES BOOTS, SHOES, BRO-GANS, BALMORALB, ETC.
On Thursday morning.
August 27, at 10 o'clock, we will sell by Catalogue, for cash, 1800 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmorals, etc.
Also, a superior assortment of Women's Misses', and Children's wear.

MARTIN BROTHERS, AUCTIONEERS,-V. (Lately Salesmen for M. Thomas & Sons.) No .529 CHESNUT St., rear entrance from Minor. NOTICE,-Our Regular Weekly Sales of Household Forniture, etc., at the Auction Rooms, will be held or WEDNESDAY, instead of Monday, as heretofore,

WEDNESDAY, instead of Monday, as heretofore,

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 Coa'es street, above Fifteenth street), by
catalogue, the entire Furniture, including very handsome olied walnut and hair Cloth Parior Furniture,
superior oak dising-room Furniture, three sults
handsome olied walnut chamber Furniture, fine hair
Mattresses, spring Beds, fine China and Glassware
wa'nut 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. May be examined early on the morning of saie.

May be examined early on the morning of sale.

Sale at No. 529 Chesuut street.

HANDSOME WALNUT FURNITURE, ROSEWOOD PIANO, THREE HANDSOME BOOKCASES, FINE BRUSSELS CARPETS, FRENCH
PLATE MIRRORS, etc.
On Wednesday Morning,
August 26th, at 10 o'clock, at the Auction Rooms,
No. 529 Chesnut street, by catalogue, very superior
Furniture, including walput and green reps parior
sult, walput and hair couth parior involute, 2 handsome walnut bock-cases, 2 suits handsome walput
chamber furniture, dining-room furniture, fine French
plate pier mirrors, handsome centre tables, extension
dising tables fine Brussels and other carpets, lounges,
China and glass ware, mattresses superior refrigerators, cottage chamber furniture, rosewood plano-lorte, ors, cottage chamber furniture, rosewood piano-forte fine double and single harness. 8 22 2t

Sale No. 2020 Wallace street,

HANDSOME WALNUT FURNITURE, ROSEWOOD PIANO, MANTLE MIRROR, FIREPROOF SAFE, HANDSOME VELVET CARPETS, ETC.
On Tuesday morning,
Sept. 1, at 10 °c'lock, at No. 1020 Wallace street, by
catalogue, the entire Furniture, comprising rosewood
and bracatelle parlor suit; superior walnut chamber
furniture; oak dising-room furniture; rosewood planoforte: French plate mantle mirror; fire-proof chest,
by Evans & Walson; handsome velvet and Brussels
carpets: retrigerator; cooking utensils, etc.
May be seen early on morning of sale. [8 2474] THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street: rear entrance No. 1107 Sansom st. M. THOMAS & SONS, NOS. 139 AND 14

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD —
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST ARE MORE, and WASHINGTON AND THE WAST are now run as follows, viz.— FOR BALTIMORE, Leave daily, except Sunday, at 700, 745, and 1230 P. M., and 200, and 4:20 and 8:45 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 700 A. M., and 200 and \$45, P. M., and 200 and \$45, P. M., and 200 FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 615 and 700 A. M., and at 200 and 435 P. M. FOR ANNAPOLIS.
Leave at 7:00 A. M. and 4:30 P. M. No trains ito or

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

ON SUNDAY.

FOR BALITIMORE.

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 as Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.

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,

TREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Rallroads, from Walnut street wharf.

INCREASED DESPATOH.

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

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Rallroads, forwarded at 2% P. M.

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

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

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in everyin, stance be sent with each load of goeds.

WALLTER 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 RE-CEIPT, 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:-.. TWO PER CENT. On \$20.....

FROM \$20 to \$100FOUR PER CENT. From \$100 upwards, FOUR AND A HALF PERCENT 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 o commission allowed.

We have constantly on hand UNITED STATES POSTAGE STAMPS OF ALL KINDS,

AND STAMPED ENVELOPES.