SENATOR WILSON.

His Speech at a Mass Meeting in Wor. center, Mass.

Hen. Henry Wilson was one of the speakers at a Republican meeting in Worcester, Mass., on Friday evening. After returning thanks for the cordial greeting which was extended to him he said:-

I do not come here to-night to apologize for or to defend the position you have taken, or the Republican party. That party numbers three millions of voters, and it needs no defense on any square mile of this Republic, or on any portion of God's green earth. is a liberal progressive statesman, he is on the side of the Republican party of the United States. Go to England! John Bright is with States. Go to England! John Bright is with us. Go to France! Every liberal is with us and for us. Go to any portion of Europe! men who are living with their eyes open, to-day are to judgments of hereafter, are with us today as they have been with us in the bloody war of the last four years. It is not for the Republican party to apologize, or there has not been a great political question before the country in the last four-eeu years in which the Republican party has not been right, and the Democracic party has not been wrong; not a single issue in which, measured by patriot ism, love of country, fiberry, impartial and universal, measured by justice between the rich man in power and the poor man out of power, measured by such patriotism such liberty, such justice, such humanity, the Republican party has been right, and the Democratic party has been wrong, and it seemed determined to be wrong. The chiefs of the Democratic party now say they propose to carry on an aggressive warfare upon us. In it they will be only as successful as In the warfare so many of their chiefs waged against out boys in blue. We have no detense to make against them; that is already recorded in the success of the grandest, most glorious political organization ever known on earth. History gives no such record of an organiza-tion accepting so fully the traths of God's holy words and humanity. It has no peer living, and has had none. In the glorious struggle of the Kevolution our fathers fought for their own liberties and their own personal rights; we have fought for the freedom and rights of four and a half millions of a despised and degraded race; we have fought on a bigher plane than any ther political organization on the face of the globe. The record of our party is made, and if it were possible I would not blot out a single line of it. Who is it that as atled us? Is it the Democratic party, North and South, Seymour and Wade Hampton! Pendleton and Robert Toombs! Valuandigham and Howell Cobb? These are the gentlemen wno propose to assail us. You will remember that fourteen years ago there was a magnificent territory west of the Missouri, consecrated to freedom. Who abropated that compact of consecration? The Democratic party! Who defended and justified the conduct of the "border rufflans?" The Democratic party! Who made this domain slave territory, and when those who strove to save It for freedom were robbed, burned and mur-dered, who spologized and defended such act? The Democractic party! Who removed Governor Resder, made the Lecompton Constitution and indersed the Dred Scott decision? Democratic party! You will remember that in 1861, when war was imminen', the "Crittenden compromise" was proposed, asking that slavery might be defended south of 36 30, that slaves might be transported at will through all the States, that citizenship should be taken away from freemen in the free States, and that free negroes be sent out of the slave S ates at the national expense. Who was it defended these outrageous demands? The Democratic party! Then the batteries were opened on Fort Sumter -by whom? By the Democratic party! Then followed four years of war, and countless graves—filled by whom? By the Democratic party! Not one loyal soldier went to his long rest but by the hand of the Democratic party. dered 350,000 men-who is responsible? The Democratic party then, and the Democratic party now! There are 300,000 besides who are imed by wounds received in battle. Who did

SENATOR HENDRICKS.

it? Men who were Democrats then, and are Democrats now! You will remember the time

when Congress, in order to reinforce the Union army, was obliged to pass an enrollment act.

What He Thinks of Republicanism and the Funding Bill.

The Democratic friends of Horatio Seymour

On Friday evening last there was a Democratic turnout at Princeton, Ohio, at which Senator Thomas A. Hendricks made a speech. In it he

Don't you think, gentlemen, we had better change this? To keep the people of the South down we have been supporting five standing armies in the South. Let us call them home and let the people once more govern by their own will. Let us take the military man out of his seat, and put the judge back again; let us turn the court martial out of their court and put the jury there; let us abolish the military decree, and put the law back again. Just let the people govern themselves; let them make their own laws, according to the sentiments of the fathers, and it will not cost much. Why, back in the times of John Quincy Adams it only cost about thirteen million dollars to carry on the Government; in the time of Andrew Jackson it only cost twenty million dollars; but now it has gone up to three hundred millions, and if you don't stop it you are ruined.

The Congress of the United States, being radi-

cal, passed a bill to fund the national debt, and wish to explain that to you, that you may understand exactly what the radicals are in layor of. They passed the bill, and it went to President Johnson just five minutes before the ad-journment. The bill provides for taking up all the Five-twenty bonds—sixteen hundred millions of them-and issuing in their stead new bonds, to run forty years, the interest to be four and a half per cent, to be paid every year in gold; and these bonds would be subject to taxation for national purposes and for State purposes. The effect of it would be that every year we would have to pay one hundred millions of dollars in gold, and that would go on for forty years. We would then have paid four thousand millions interest in gold, and the principal of the debt-about two thousand millions would still be there. And you are asked to say that that is right. You are asked to support it. They tried to get that bill through, but I think the President has not signed it, and I think it is not a law, and so you have a chance to strike at the coming election. Strike for the party that is with you. It you think to pay the debt in gold is your interest, vote for it; if in greenbacks, vote for it. When the bill was passed through Congress by a party vote they intended to say to the people that these bonds are to be paid in gold.

Radical speakers say that the Democrats, in their platform, have declared they are in favor of taxing every species of property according to its value, including Government bonds and other public securities. I will read the fourth resolution on this subject of the Chicago plat-form:—"It is due to the labor of the nation that is action shall be equalized and reduced as rapidly as the national faith will permit." What has the national faith to do with it? national faith has not anything to do with taxing your lands. But the national faith, as hey claim, has much to do with the taxation of the bonds. The Democrats say, tax all kinds of property, including Government bonds. say, tax everything equally, except where the national faith won't let you tax, and they claim that the national faith does not forbid the faxation of the bonds. The Republican party has been weighed in the balances, and found wanting-they are gone up.

-These are the salaries of the artists Mapleson intended to bring to America: -Titjens, 5000 per menth: Kellogg, 83200; Demerie Lablache (contralto), \$1000; Bullerini (tenor), \$2000; Finenzi (tenor), \$1200; Stansy (baritone), \$2200; Foli (basso), \$1500; Arditi (Conductor), \$2000-all in gold. "Foll" was, ten years ago, an trish journeyman carpenter in Hartford, Conn.

A Cerious Vocabulary.

SINGULAR DEVELOPMENT OF LANGUAGE IN A CHILD. Under the title of "Singular Development of Language in a Calld" Dr. E. B. Hun, of Albany, N. Y., communicates the following to Dr. Hammond's Journal of Psychological Medicine:

"The subject of this observation is a girl aged four and a balf years, sprightly, intelligent, and in good health. Her mother conserved, when she was two years old, that she was backward

in speaking, and only used the words papa and mamma. After that she began to use words of her own invention: and though she understood readily what was said, never employed the words used by others. Gradually she enlarged her vocabulary, until it has reached the extent described below.
"She has a brother eighteen months younger

than herself who has learned her language, so that they task reely together. He, nowever, scens to have adopted it only because he has more intercourse with her than with others; and in some instances he will use a proper word with his nother and the sister's word with her, she, however, persists in using only her own words, though her parents, who are uneasy about her peculiarity of speech, make great

efforts to induce her to use proper words,
"As to the possibility of her having learned these words from others, it is proper to state that her parents are persons of cultivation, who only use the English language. Her mother has learned French, but never uses the language in conversation. The domestics, as well as the nurses, speak English without any peculiarities, and the child has heard even less than usual of

what is called baby talk.
"Some of the words and phrases have a re-semblance to the French, but it is certain that no person using that language has frequented the house, and it is doubtful whether the child has on any occasion heard it spoken.

"There seems to be no difficulty about the vocal organs. She uses her language readily and freely, and when she is with her brother they converse with great rapidity and fluency. "The following is the vocabulary which I have been able at different times to compile from the child herself, and especially from the report of the mother. In the spelling I have endeavored as much as possible to reproduce the sound of

"Guamigar, All the substantials of the table, such as bread, meat, vegetables, etc.; and the same word is used to designate the cook. The boy does not use this word, but uses Gna-migna in the same sense, which the girl considers a

Migno migno, Water, wash, bath, "Go-go. Delicacies, as sugar, candy, or dessert.

"Odo. To send for, to go out, to take away. "Ma odo. 1 (want to) go out.

"Gar. Horse, "Gar odo, Send for the borse, (When the father sends for a carriage, be writes an order and sends it to the stable. Hence the children, from secueg him write the order, use the same expression (gor odo), to denote pencil and paper. Too. All, everything.

"Too odo It is all gone, or in reference to food, 'it is all eaten up,' "Fea. (Pronounced like the French word).

Fire, heat, light, clarr, sun.
"Guan-God. When it rains the children often run to the window and call out, 'Gaan odo migno-migno, feu odo; which means, 'God taka away the rain and send the sun,' Odo before the object meaning 'to take away,' and after the object 'to send.'
"Ne pa, Not, Ne pa feu. 'I am not warm.'

Feu papa? '(Do you want) a ciear, papa?' Ne pa feu dere, '(There is) no cigar there.'

"Pa-ma. To go to sleep, pillow, bed. Mamma or pa-ma." Mamma (I want) to go to sleep." "Maia-waiar, Black, darkness, a negro."
"Mea. Cat, furs. Mea waia-waiar, Denotes dark furs." No waia-waiar mea. 'Light furs.'

"Beer. Literature, books, or school. Dide "Papa-mamma, Church, prayer-book, cross, priest, to say their prayers.

"Bau. Soldier, music. From seeing the bishop in his mitre and veatments, thinking he was a soldier, they applied the word Bau to him.

"Manar. Good.
"Keh. To soil. Ma keh no. 'I will not soil "Peer. Ball. (During the last few days the

Who denounced it? Who reddened the streets of New York with blood and its sites with the boy has begun to use a number of English words, such as up, down, please, boy, charconl, etc., and upon his mother saying to him that lurid flames from the homes of the defenseless? grown up persons did not call a ball 'peer,' he at once called it ball to her, but continued to use the word 'peer' when speaking to his sister.) "Boby. The name used by the boy in addressing his sister until a younger brother was born. After which the girl objected to being called 'baby,' and her name was changed to

Petee-petee. The name given the boy by his "Babia. The name by which they both call their younger brother.

BOKHARA.

Text of the Proffered Peace Treaty.

After the fall of Samarcand, and its entire capitulation to Russia, the Ameer of Bokhara was offered the following terms of peace by the Russian authorities. The Russian General offers to the Ameer:—
1. That the selling of men and women shall be

at once prohibited. 2. That the Ameer shall construct roads throughout this country, and that these should be open to the Russians.

3. That the Russians should have a cantor ment at Bokhara, and that the old city should be abandoned and a new city built on a site which they would select.

4. That one-fourth of a chout of the revenues

of the Bokhara Khahate should be made over to the representatives of the Russian Emperor. 5. It the Ameer consent to these conditions his capital and his throne will be spared. On hearing these terms the Ameer pretended

to go on a hunting excursion. He went from place to place, but his whereabouts was not correctly known. The troops he had collected It was then reported that the Ameer was at

the bottom a great friend of the Russians, but that from fear of the fanaticism of his people he professed himself to be their enemy.

It was rejorted from Samarcand that the Russirn garrison of that place consisted of

The remainder of the Russian army was seattered between Tashkend, Khokand, Djizak, and Oratippo in the end of the month of June,

Bar Harbor.

#A correspondent of the Providence Journal, writing from Bar Harbor, Me., says:— The principal amusements at Bar Harbor are "tran ping" and boating, and mar yare the feats harrated of young lady visitors, in both these sports. A fever rages rather moderately among some of the young ladies to row, and several amateur regattas are the consequence. One of these, the present season, was for the "cham-pion cup," and, being won by a young lady from New York, was found to be a tin quart measure, appropriately inscribed "Victory of Bar Harber," and a portrait of the American eagle scratched upon the outer surface. But tramping scems to be the great pastime. Everybody tramps, old and young. Young ladies, who would decline a walk to the opera, though only half-a-dozen blocks away, here don a sort of nondescript dress, such as is often worn at the lashionable symma-siums in the city, and, arming themselves with a long pole, will go tramping about over the mountains for the greater part of an entire day, declaring positively upon their return that they never enjoyed themselves better in all their lives, and probably they never did. Feeble young ladles, after spending a summer under such influences, return to their city homes with almost a new lease of life. It is decidedly better than any course of medicine that ever was invented—this frequent exercise in the open air, combined with the plain and healthy diet which one gets at such a place as this. Of one lady, I am informed that upon a certain occasion during the present season, she accompanied, on foot, a party in carriages a distance of twenty-three miles. This, however, is an exception to the general rule, inasquech as the lady in question has been in the habit of visiting Bar Harbor for several years, and takes great delight in exercise in the open air.

RAILROAD LINES.

ORTH PENNSYLVANIA RAILROAD.—
direct line to Bethlenern, Easton, Allentown, Mauch
Chunk, Hasleton, White Haven, Wilkesbarre, Mahanoy City, Mouni Carmel, Pittston, scranton, Carbondale, and all the points in the Lehigh and Wyoming
Coal Region.

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

BUMMER ARRANGEMENT—ELEVEN DAILY
TRAINS—On and after MONDAY, May 20, 1868,
Passenger Trains leave the New Depot, corner of
BERKS and AMERICAN streets, daily (Sundaya ex
cepted), as follows: cepted), as follows:-At 648 A. M.-Accommodation for Fort Wash-

BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

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

At 745 A. M.—Borning Express for Bethlehem and Principal Stations on North Pennsylvania Ealiroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroads for Easton, Alientown, Catasanqua, Sistington, Mauch Chunk Weatherly, Jeanesville, Hazieton, White Haven, Wilkeebarre, Kingaton, Pitteton, and all points in Lehigh and Synoming Valleya, also in connection with Lehigh and Mahanoy Raliroad for Mahanoy City, and with Catawiesa Raliroad for Mahanoy City; and with Catawiesa Raliroad for Mahanoy City; and Wilh Catawiesa Raliroad for Mahanoy City; and Wilh Catawiesa Raliroad for Mahanoy City; and Wilh Catawiesa Raliroad for Bopert, Danville Milion, and Williamsport. Arrive at Mandanoy City; and Wilh Catawiesa Baliroad for Bopert, Danville Willow, and Points on New Jersey Contral Raliroad to New York.

At 845 A. M.—Accommodation for Doylestown, Mopping at all Intermediate Stations, Passengers for Willow Grove, Hatboro' and Hartsville, by this train take Stage at Old York Road.

At 1979 A. M.—Accommodation for Fort Washington, snopling at intermediate Stations.

At 1979 A. M.—Accommodation for Port Washington, snopling at intermediate Stations.

At 1979 A. M.—Accommodation for Internalia, Shenandesh, Mt. Carmel, Phiston and Scranton, and all points by Mabanoy and Wyoming Coal Regions.

At 225 P. M.—Accommodation for Joylestown, stopping at all Intermediate stations.

At 215 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.

At 216 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.

At 217 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.

At 218 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.

At 1970 P. M.—Accommodation for Jansdale, stopping at all Intermediate stations.

At 1970 P. M.—Accommodation for Jansdale, stopping at all liver mediate stations.

At 1970 P. M.—Accommodatio

ton, TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 and 1105 A. M., 200 and 820 P. M.,
1146 A. M., and 200 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers leaving Wilkesbarre at 145 P. M. connect at Bethlehem at 635 P. M., and arrive in Philadeiphia at 835 P. M.

From Loyleatown at 815 A. M., 500 and 700 P. M.
From Mort Washington at 930, 1045 A. M. and 11 P. M. ethlehem at 900 and 1105 A. M., 200 and

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 929 A. M. P. Philadelphia for Doylestown at 200 P. M. Doylestown for Philadelphia at 700 A. M. Sethlehem for Philadelphia at 700 A. M. Fifth and Sixth Streets Passenger Carn convey pasengers to and from the new depot.

White Cars of Secund 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. ELLIS CLARK, Agent, Tickets sold and Baggage checked through to prin clyal points, at Mann's North Pennsylvania Buggage Express Office, No. 165 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA
On and after MONDAY, April 13, 1863, Trains will On and after MONDAY, April 13, 1865, 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., 7:20
A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., 6:56 P. M.,
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Informediate Points at 5:20 P. M.
Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at E. C. Junction and Media only. Passengers to or from attain between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:16 A. M., and going West will take train leaving philadelphia at 4:50 P. M., and transfer at B. C. Junction, going East, will take train leaving thiladelphia at 4:50 P. M., and transfer at B. C. Junction, 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 Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one squars. The cars of both lines connect with each train upon its

cars of both lines connect with each train upon its arrival.

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.
Leave West Chester at 7:25 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 7:28 A. M. and 4:50 P. M., and leaving West Chester at 7:28 A. M. and 4:50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. K. for Oxford and intermediate poluts. Passergers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one bundred 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.

HOAD.—From foot of MARKET Street (Upper Berry). Commencing SATURDAY, July 18, 1868,
Trains leave as follows for Cape May:

9:00 A. M., Cape May Express, due at 12:25 (noon),
3:15 P. M., Cape May Passenger, due at 12:25 (noon),
3:15 P. M., Cape May Express, due at 12:25 (noon),
3:15 P. M., Cape May Express, due at 12:07 (noon),
4:00 P. M., Fast Express, due at 12:07 P. M.,
6:30 A. M., Morning Mail, due at 10:08 a. M.,
9:00 A. M., Fast Express, due at 12:07 P. M.,
5:00 P. M., Cape May Express, due at 12:07 P. M.,
Sunday Mail and Passenger train leaves Philadelphia at 12:15 A. M., Returning leaves Cape Island at 5:10 P. M. Excursion Tickets, 83.
Cape May Freight trains leave Camden daily at 92:04 A. M., and Cape Island at 6:45 A. M.,
Commutation Tickets between Philadelphia and Cape May, at the following rates:—
Annual Tickets, \$1:07 Custretry Tickets, \$50, for sale at the cifice of the Company in Camden, N. J.
Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company

Transfer Company WEST JERSEY RAILROAD LINES. WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Milville, Vinciand, and intermed ate stations, at 8:00 A. M. and 3:30 P. M.
For Cape May, 9:00 A. M., 3:15 P. M., and 4 P. M.
Woodbury Accommodation train at 6:00 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon)

Commutation Checks between Philadelphia and all

stations at reduced rates.
WILLIAM J. SEWELL, Superintendent, PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGE-MENT.—On and after MONDAY, April13, 1868, trains will leave the Depot. THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:

At 715 A. M. and 450 P. M., and leave Rising Sun at 325 P. M.

3 25 P. M.

A Market Train, with Passenger Cars attached,
will runden TUE: DAYE and FRIDAYE, leaving the
Rising San at 11 6 A. M.; Oxford, 11 5 A. M.; and
Kennett, I P. M.; connecting at West Chester Junction with a train for Philadelphia.
On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2:36 P. M.; runs through to Oxford.

Desired.

The train leaving Philadelphis 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 Philadelphis.

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

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

HENITY WOOD,

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now run as follows, viz.;—
FOR NEW YORK, without change of cars,
Leave dally (except Sunday) at 7.46 A. M., 12.30 and
7 P. M FOR PHILADELPHIA.

FOR PHILADELPHIA. Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:26 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 dally.
Through Tickets to Philadelphia, New York, or Foston, can be had at the Station Office at all hours Through the had at the Station Office at all nours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvanis avenue, between Sixth and Seventh streets.

Ees Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, An napolis, and the West.
napolis, and the West.
L. M. COLE, General Ticket Agent.
2251 GEO. S. ROONTZ. Agent. Wasnington.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkenbarre, 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 rousigned 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 22] ELLIS CLARK, Agent,

POHE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESBURY Street, forwards Parcels, Packages, Merchandise, Bank Note, and Specis, either by its own lines or in connection with ottor Express Companies, to all the principal towns and cities in the United States.

227 JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING BAILROAD. GREAT TRUNK L. LINE from Philadelphia to the interior of Pennsylvania, the Schuylkili, 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:—
NORNING ACCOMMODATIONS.—At 730 A. M. for Reading and all intermediate stations, and Allen lown.

for Reading and all intermediate stations, and Allen lown.

Heturning, leaves Reading at 6:50 P. M., arriving in Philadelphia at 9:5 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaquia, Sunbury, Williamsport, Elmira Rochester, Niagara Palis, Buffalo, Wilkenbarre, Pittston, York, Carlisle, Chanbersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Raliroad trains for Alientown, etc., and the 8:13 A. M. connects with the Lebanon Valley Itala for Harrisburg, etc.; at Port Clinton with Catawinsa Raliroad trains for Williamsport, Lock Haven, Emilra, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuyikill and Sunguehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTPRNOON EXPRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottsvinie, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:46 A. M., stopping at intermediate stations arrives in Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

P. M., READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M. Philadelphia at 16 15 A. M., heterolog, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 5 65 P. M.;

In Reading at 5 65 P. M.,

M., and Pottsville at 5 35 A. M., arriving in Philadelphia at 1 P. M., Alternoon trains leave flarrisburg at 205 P. M., and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.; arriving at Philadelphia at 6 45 P. M.

Philadelphia at 645 P. M.; Arriving at Philadelphia at 645 P. M.; Barrisburg accommodation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at 8eading with Alternoon Accommodation south at 650 P. M. arriving in Philadelphia at 915 P. M. Market train, with a Passenger car stached, leaves Philadelphia at 12 55 Loon for Pottaville and all Way Stations: leaves Pataville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottaville at 850 A. M., and Philadelphia at 218 P. M.; leave Philadelphia for Bending at 850 A. M., returning from Bending at 425 P. M. CHESTER VALLEY PAILROAD.-Passengers or howave s'own and intermediate points take the 199 A.M., 1745 and 196 P. M. trains from Philadel-bla, returning from Downingtown at 6 % A. M., 190,

nu 6-85 P. M.
I ENKIOMEN RAILEDAD.—Passengers for Colege-ville take 7:0 A. M. and 430 P. M. Wains from
Philadolphia, returning from Collegevillest 8:7 A. M.,
and 142 P. M. Stage limes for various points in Perand 142 P. M. Stage lines for various points in Perkionen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR FITT-LITE AND THE WEST.—Leaves New York at 9.4 M., 5.60 and 8.00 P. M., passing Reading at 1.4 M., 176 and 10.10 P. M., and and connect at Harrisburg with Pennsylvania and Northern Central Radicond Express Trains for Pittsburg, Chicago, Williams port, Elmira, Battimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, at 3 and 5.25 A. M., 935 P. M., passing Reading at 449 and 706 A. M., and 1140 P. M., arriving at New York, 1040 and 1145 A. M. and 800 P. M. Sleeping Cars accompanying these trains through between Jersey Chy and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 2.05 P. M. Mail train for Harrisburg leaven New York at 12 Noon.

SCHUYLKILL, VALLEY RAHROAD.—Trains leave Policytile at 645 1120 A. M., and 2.10 and 425 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHLESCHUYLKILL AND SUSQUEHANNA RAHLE

CHUYLKILL AND SUSQUEHANNA RAIL-BOAD. Trains leave Auburn at 7:55 A. M. for Progression and Harrisburg, and at 12:15 P. M. for Progression and Trainout; returning from Harrisburg at 3:35 F. M., and from Tramout at 7:46 A. M., and 6:25 TICKETS.-Through first-class tickets and emi-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 Morring Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced

Excursion Tickets to Philadelphis, good for day my, are sold at Reading and Intermediate istations y Reading and Pottstown Accommodation Trains at he in lowing tickets are obtainable only at the

The following tickets are obtainable only at the Office of 8 Brasford, Treasurer, No. 247 5. Fourth street, Philadelphia, or G. A. Nicholis, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between alpoints, at \$2750 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. months, for holders only, to all points at reduced raice.
Clergymen residing on the line of the road will be formulated with cards, entitting themselves and wives to tickets at hair fare.
Excursion lickets from Philadelphia to principal stations, good for Saturday, Sanday, and Monday, at reduced Jare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets,
Fixing HT.—Goods of all descriptions for warded to all the above points from the Company's New Freight Depoi, Broad and Willow atreets,
Freight Trains leave Philadelphia daily at 4-35 A. M., 12-45 noon, 3-90, and 6-P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond. beyond.

Mails close at the Philadelphia Post Office for all places on the road and his branches at 5 A, M., and for the principal stations only at 215 F. 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 Railroad leave the Depot, at THIRTY-TIRST 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.

Steeping 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 receive attention.

TRAINS LEAVE DEPOT, VIZ:-| TRAINS LEAVE DEPOT, VIZ:| Mail Trails | \$00 A, M, Paoll Accommodation, No. 1. | 10'00 A, M, Fast Line | 12'00 M |
| Fast Line | 12'00 M |
| Erie Express | 12'00 M |
| Paoll Accom. Nos. 2, 3, and 4-1'00, 6'00 and 10'30 P, M, Harrisourg Accommodation | 2'50 P, M, Lancaster Accommodation | 4'00 P, M, Parkesburg Trails | 5'30 P, M, Cincinned Express | 8'00 P, M, Erie Mail | 11'15 P, M, Accommodation | 11'15 P, M, Accommodation | 11'30 P, M, Erie Mail leaves daily, except Saturday.

Erie Mail leaves dally, except Saturday.

Erie Mail leaves dally, except Saturday.

Erie Mail leaves dally, except Saturday.

Philadelphia Express leaves dally, All other trains dally, except Sanday.

The Western Accommodation Train runs dally, except Sunday.

The Western Accommodation Train runs dally, except Sunday.

The Wastern Accommodation Train runs dally, except Sunday.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinn atl Express.

Cincinn atl Express.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinn atl Express.

The A. M. Paoli Accommodation No. 1.

Erie Mail.

Parkenourg Train.

Fast Line.

Fast Line.

Lancaster Train.

Erie Express.

Paoli Accommodation, Nos. 2 and 3.3 40 and 7 ib P. M. Paoli Accommodation, Nos. 2 and 3.3 40 and 7 ib P. M. Paoli Accommodation, Nos. 2 and 3.3 40 and 7 ib P. M. Paoli Accommodation, Nos. 2 and 3.7 toket Agent, No. 118 MARKET Street, FRANCIS FUNK, Ticket Agent, No. 118 MARKET Street, SAMUEL H. WALLACE, The Pennsylvania Railroad Company will not as-

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, 425 General Superintendent, Altoona, Pa.

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

Leave Philadelphia 6, 7, 8, 995, 10, 11, 12 A. M., 1, 2, 354, 35, 4, 5, 534, 610, 7, 8 9, 10, 11, 12 P. M., 1.cave German town 6, 7, 75, 8, 520, 6, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 635, 7, 8, 9, 10, 11 P. M., 2 Down Train, and 3% and 5% Up Trains will receive on the Germantown Branch.

Leave Philadelphia 3, S. 10, 12, A. M., 2, 3%, 5%, 7, 9

Leave Philadelphia 5, 5, 10, 12 A. M., 140
Leave Chestnut Hill 7:16, 8, 9:40, and 11:10 A. M., 1:40
8:40, 5:40, 6:40, 8:40 and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia 5, A. M. 2 and 7 P. M.
Leave Chestnut Hill 7:50 A. M. 12:40, 5:40 and 9:25

Leave Chestrut Hill 7:50 A. M., 12:40,5:40 and 9:25 P. M.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11:05 A. M. 1%, 3, 35, 5%, 5%, 5%, 18, 3:05 and 11:5 P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1%, 3, 4%, 6%, and 8% P. M.
Leave Philadelphia 9 A. M., 2:30 and 7:25 P. M.
Leave Philadelphia 6, 75%, 9, and 11:05 A. ... 1%, 3, 4%, 6%, 8:05, and 11:4 P. M.
Leave Philadelphia 6, 75%, 9, and 11:05 A. ... 1%, 3, 1%, 5%, 6%, 8:05, and 11:9 P. M.
Leave Manayunk 6:10, 7%, 6:20, 9%, and 11% A. M., 2.3%, 5, 6%, and 9 F. M.
Leave Philadelphia 9 A. M., 2% and 7% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD in beautiful fixtyles of Turkey Morocco and autique bindings. A new edition, arranged for photographic popiralis of families, W. HARDING, Publisher, WM. 435 CHREETUE Birest below Fourth

RAILROAD LINES.

1868. FOR NEW YORK, THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At 80 A. M., via Camden and Amboy Accommo-Ats A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 8'00 At 8 90 P. M., via Camden and Jersey City Ex-At 5 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 5 and 10 A. M., 2, and 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.

Delanco, and 10 A. M., 1, 2, 3, 3-30, 4-30, 6, and 11-30 P. M., for Florence. 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 Falmyra.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for At 5:36 and 10 A. M., 1, 8, 4:30, 6, and 11:30 P. M. for Fish House. The 1 and 11:30 P. M. Lines leave from Market

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

FROM KENNSINGTOM DEPOT.

At 11 A. M., Via Kennington and Jersey City, New York Express Line Fare E.

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 11 A. M., 230, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10:16 A. M., 230, and 5 P. M. for Schenors and Eddington

At 7 and 10:18 A. M., 230, 4, 5, and 6 P. M. for Corowells, Torrisdale, Holmesburg Tacony, Wissinsming, Bridesburg, and Frankford, and at 8 P. M. for Kolmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Reliway.

At 9:36 A. M., 130, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare 33-23, At 1 A. M., Emigrant Line, Fare, 82.

The 9:36 A. M., and 6:38 P. M. Lines will run daily, All others, Sundays excepted.

All others, Sanoays excepted.
At 936 A. M., 136, 636, and 12 P. M. for Trenton.
At 936 A. M., 636 and 12 P. M. for Briston.
At 12 P. M. (Night), for Morrisville, Tallytown,
Schenck's, Eddington, Cornwells, Torrindate, Heimes
burg, Tacony, Wisslauming, Brideburg, and Franklord.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the mustreet its minutes before detarture. The cars on Market street Railway run direct to West Philadelph a Depot Chesnut and Walmut within one square. On Sundays the Market street cars will run to connect with the 9'30 A. M. and 6'50 P. M. lines.

BELVIDERE DELAWASE RAILROAD LINES.
From Kensington Depot.
At730 A. M. for Ningara Fails, Euffalo, Dunkirk, Elmira, Ithaca, Owero, Kochester, Binghamton, Osevego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At708 A. M and 539 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 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,
Mooretown Hartford, Masonville Hainstock, Monnt
Jie ly, Smithville, Ewansville, Vincentown, Birmirgham, and Pennerton.
At 1 and 4 P. M., for Lew'stown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Cream Bidge,
Imiaystown, Sharon, and Highestown.

Imbaystown, Sharon, and Highestown.

Fifty pounds of baggage only are allowed each pulseoger. Passengers are proublied from taking anything as baggage but their wearing apparet. All baggage over fifty pounds to be baid for extra. The Company limit their responsionly for baggage to one dollar per pound, and will not be liable for any amount beyond \$169, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springdeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utlea, Rome, Syracuse, Rochester, Buffaio, Niagara Fails, and Suspension Bridge.

An excitiowal Ticket Office is located at No. 825 Chesnat street, where Tickets to New York and all important points North and hast may be procured, Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Eaggage 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 Jer. ey City and Caccien; at 620 P. M. vis Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Polisdel his.
From Pier No. I North Eliver at 5 % A. M. Accommodation, and 2 P. M. Express, via Amboy and Canden.
WILLIAM H. GATZMER,
6152
Agent.

Agent.

HILADELPHIA, WILMINGTON AND BAL
TIMORE RAILFOAD.
TIME TABLE,
commencing MONDAY, April 18, 1868. Trains will
leave Depot corner of BROAD Street and WASH.
INCTON Avenue as follows:—
Why-Mail Train at 8:30 A. M. (Sundaya excepted)
are Fallumore Stooping at all Begular Saltungte. why main fram at 8:30 A. B. (Shanaya excepted) for Baltimore, stoeping at all Begular Stations, connecting with Delaware Emirond at Wilmington for Orlaged and Intermediate Stations.

Express Train at 12:30 A. (Similars excepted) for Baltimore and Washington, stopping at Witnington, Perryville, and Havre-de-Grace. Councess at Wilmington with train for New Castle.

Express Train at 8:30 P. M. (Sundays excepted) for Baltimore and Wishington, stooping at Chester. Express Train at 8'36 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, Charisatown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Rau, Night Express at 1'90 P. M. (Dally) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristical with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South, Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train, Via Cristical will take the 11'00 P. M. train, WillmingTon Trains.

Stopping at all, stations between Philadelphia and Wilmington.
Leav : Philadelphia at 11:00 A. M., 2:30, 5:00, 7:00, and 11:30 daily) P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Rallroad for Harrington and intermediate stations.
Leave Wilmington 700 and 810 A. M. (daily), 130 415 and 720 (daily) F. M. The 815 A. M. Train will not stop between Chester and Philadelphia.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 725 A. M., Way-Mail; 840 A. M., Express; 225 P. M., Express; 635 P. M., Express; 855 P. M., Express; 855 P. M., Express; 875 P. M.,

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO AT ... AN FIC CITY,

4 15 P. M. Atlantic Accommodation.
Returning, leave Atlantic

Haddonfield Accommodation Train leaves Sunday Mail Train to Atlantic,

DEILADELPHIA AND ERIE RAILEOAD,-

SUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania,
KLEGANT SLEEPING OARS on all Right Trains,
On and after MONDAY, May 11, 1968, the trains
on the Philadelphia and Eric Entirond will run as
follows:--

follows:

Mail Train leaves Philadelphia...

" leaves Williamaport...

" arrives at Erie...

Erie Express leaves Philadelphia...

leaves Williamaport...

" arrives at Erie...

En Express leaves Philadelphia...

" arrives at Erie...

Leaves Williamaport...

" leaves Williamaport...

" leaves Williamaport...

" arrives at Lock Haven...

Express Leaves Williamaport...

" Leaves Williamaport...

" Express Lock Haven... Mail Train leaves Erle. ...11 00 A. M

AUCTION SALES.

BUNTING, BURBOROW & CO., AUCTION HERB, Nos. 282 and 234 MARKET Street, CO., auction of Bank street. Successors to John B. Mysra & Co. IARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Foreing, Aug. 27, at 16 o'cl. ck, os four months' credit. [8 21 51

LARGE POSITIVE SALE OF CARPETINGS, 210
PIECES FLOOR OIL CLOTH, ETC.

August 28, at 11 o'clock, on four months' credit, about 2:0 pieces of lugicity, Veretian, 11:t, hemp, cottage, and rag carpetings; also, 2:0 pieces oil cloths LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC. On Monday Morning, 18 23 34 August 21, at 10 o'clock, on four months' credit.

LIPPINCOTT, SON & CO., AUCTIONEERS

FIRST LARGE PO ITIVE SALE OF
DIO LOTS AMERICAN AND IMPORTED DRY
GOODS, LINEN AND HOSTERY GOODS, NOTIONS, HOOP SKIRTS, ETC.
By Catalogue, on Four Months' Credit.
On Wednesday.
Argust 2c, 1888, commencing at 10 o'clock Included
will be found a full assortment of seasonable goods
worthy the attention of buyers.
LARGE POSITIVE SALE OF NOTIONS, TRIMIncluded in sale on Wednesday.
46 cases new style Paria cut jet buttons, entirely new
goods. Dat handed.
5 cases Paris jet ear-rings and sole, of negrets surface

Scases Paris let ear-rings and so's, of newset styles,
Also, full line Paris fancy busie, slik and sadn trimmings busie braids, etc.
A so, 200 lots Paris hair and tooth brushes, combs,
notions, etc.

C. D. McCLEES & CO. AUCTICNEERS

SALE OF 1800 CASES BOOTS, SHOES, BROGANS, EALMORALS, ETC.
On Thursday moraing.
August 17, at 10 o'clock, we will sell by Catalogue, for cast, 1600 cases Men's, Beys', and Youth's Boots, Shoes, Brogans, Balmorals, etc.
Also, a superior assortment of Women's Missag', and Ohlidren's wear.

[8 22 44]

MARTIN BROTHERS, AUCTIONEERS. YI. (Lately Shiesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor. NOTICE.—Our Regular Weekly Sales of Household Farmiture. w.c., at the Auction Rooms, will be need on WEDNESDAY, instead of Monday, as heretolors.

Sale at No. 529 Chesnut street.

Sale at No. 529 Chesnut street.

HANDSOME WAINUT FURNITURE, ROSE, WOUD PIANO, THREE HANDSOME BOOK, CASES, FINE BRUSSELS CARPETS, FRENCH PLATE MIRRORS, ec.

On Wednesday Morning.

August 26th, at 10 o'clock, at the Auction Rooms, No. 529 Chesnut street, by cavalogue, very superior furniture, including wainut and green reps parior sult, wainut and hair cioth parior incriture, a bandsome wainut book, cases, 2 suits handsome wainut chamber furniture, aining-room furniture, fine French plate pier mirrors, handsome centre tables, extension die ing tables, fine Brussels and other carpets, lounges, thina and g'ass ware, matriesses superior retigerators, cettage chamber furniture, rosewood piano-lorte, line double and single harness.

Sale No. 2020 Walternatzest.

Sale No. 2020 Wallace street,
HANDSOME WALNUT FURNITURE, ROSE-WOOD PIANO, MANTLE MIRROR, FIRE-PROOF SAFE, HANDSOME VELVET CARPETS, ETC.

Sept. I, at 10 o'cicck, at No. 2020 wallace street, by catalogue, the entire Formiture, comprising rosewood and brecaselle parlor suit; superior walout chamber furniture; osk dising-room furniture; rosewood planoforte: French plate mentle mirror; fire-proof chest, by Ewans & Walson; handsome velvet and Brussels curpe's; reirigerator; cooking mensila, etc. carpets; reirigerator; cooking utensits, etc.

May be seen early on morning of sale. [8 247t

Percupiory Sale at 2:12 and 22:14 Filbert street.

SIX VALUABLE STEAM ENGINES AND

BOILERS.

On Saturday Morning.

Sept. 5th, at 10 o'cicck by catalogue, at 2:12 and 2:14

Filbert street, without reserve, six valuable steam engines of the following power: 18, 15, 12, 9, 6 and 4 horse; harpe portiable beliers three stationary boilers two

May be seen at any time

M. B. FOURTH Street.

May be seen at any time

M. B. FOURTH Street.

Sale at No. 322 North Ninth street.
WALNUT HOUSEHOLD FURNITURE. BRUSSELS AND OTHER CARPETS, FEATHER BEDS, ETC. On Friday Morning,
August 28, at 10 o'clock by catalogue, the entire household furniture.

THOMAS BIRCH & SON, AUCTIONEERS OF AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street; rear entrance No. 1107 Sensom at-

RAILROAD LINES.

BALTIMORE AND ORIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE and WASHINGTON AND THE WEST Are now rup as follows, viz.:--FOR BALTIMORE,

Leave daily, except Sunday, at 700, 745, and 1230 P.
M., and 200, and 430 and 845 P. M.,
EOR ALL WAY STATIONS,
Leave daily, except Sunday, at 700 A. M., and 200
and 845 P. M.

JUNCTION,
Leave at 615 and 700 A. M., and at 200 and 435
P. M.

Leave at 615 and 700 A. M., and at 200 and 435 P. M.

FOR ANNAPOLIS.

Leave at 700 A. M. and 430 P. M. No trains 1to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

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

FOR WAY STATIONS.

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

FOR ALL PARTS OF THE WEST.

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

M., 430 and 845 P. M.

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

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

On Snuday at 430 and 845 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling. Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenus, between sixth and seventh streets.

For New York, Philadeiphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent,

2251 GEORGE S. ROONTZ, Agent, Washington.

TREIGHT 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, Frinceton, Kingaton, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 24 P. M.

For New York, at 12, 22, 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 gotda.

WALTER FREEMAN, Agent,
No. 225 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, Green-

backs, and National Bank Notes received in payment. The following rates of commission are allowed:-.. TWO PER CENT. On \$20.....

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.