Produce and Provision Trade of Chicago. The tenth annual report of the Chicago board of Trade is just published. That part of the report which relates to the produce and provi sion market is of general interest, and we therefore, give its statements under these heads

entire, as tollows. The following shows the receipts and ship-

men	ts	of	Wh	ea	t d	uri	Dg	the	past	fourteen	years:
95									einta.		pments
Year									nteria.		Lucheta
1854	*	14					*	3.02	8,955	2,	306,925
1855						-	0	7.55	35,097	G.	208 155
1856		- 2	100						7,760		364 420
1857	-	- 0							4,761		846,052
1858						0	-		19,644		850,257
1859		-	-			-			0.766		166,698
1860	¥								7,083		402, 197
1861	*						-		5,002		835,953
1862		0			-		×	13.97	8,116		
1863	Ü	1 2								2004	759,152
1864	-5					-				2	
1865	-6						-			. 70 (0.8	
1866-	7						-			100 100	
1867									3,261	20.73	050,431
1862 1863 1864 1865 1866	67							13,97 12,46 10 88 9,24 12,28	78,116 31,554 87,436 12,108 36 287	13, 10, 10, 8, 10,	803,89 759,15 249,33 098,96 341,54

The movement in corn for the fiscal year end ing March 31, 1868, shows a startling decrease as compared with that of the previous year. A will be seen from our tables of receipts and shipments, the imports were 25,224,463 bushels for 1867-68, against 33,920,632 bushels for 1866-This great failing off is entirely to be attributed to the partial failure of the crop in 1866, in consequence of the frost and heavy rains in the fail or that year. The crop in 1867 was not so heavy as expected. The spring ratus and high waters in the lower parts of this State, Indiana, and lows washed out a good deal of the corn that had just been planted. The summer and fall months were, however, exceedingly propi-tious. The weather was dry and clear until very late in the fall, with perfect immunity from early mosts. The receipts of new corn during the past winter were larger than ever before, and in point of quality very satisfactory. The shipments show also a proportionate decrease, as compared with those of 1866-67.

The following table exhibits the receipts and shipments of corn during the past fourteen

Trare.				Received.	Forwarded
Year.				Bushets.	Bushels.
1854 .				7,490.753	6,626,05
1855 .				8,532,377	7,517,62
1856 .	(*)			11,888,398	11,129,66
1857 .				7,490,000	6,814,61
1858 .		*		8,252,641	7,726,26
1859 .	+:			5,401,870	4 349.36
1860 .		*		15,262,394	13,700,11
1861 .			1.0	26,369,989	24,372,72
1862 .		14.0	14	29,574,328	29,452 610
1863 .				25,160,516	24,906,93
1864-5				13,197,340	14,182,64
1865-6				26,100,319	25 225,520
1866-7				33,929,632	32,953,530
1867-8				25,223 468	21,880,683
Our	city st	ill co	ntin	ues to take th	
white the said in	Park and the second	A	F 4 4	A CONTRACTOR OF THE	The same of the same

provision trade of the country. As will be seen from the following statistics, the packing for the season of 1867-8, according to the official figures of the Pork Packers' Association, was 796,225 live and dressed, against 635,732 for the eason previous-an increase of 160,493. business in the aggregate was a satisfactory one, though in the early part of the season some losses were entailed. About the beginning of the present year it became apparent to all reflecting operators that the yield would not equal in poulds the crop of 1866-7, as the farmers preferred to sell their corn rather than to feed it to their hogs, and the latter were sent to market in a half-lattened condition. The consequence was, an active speculative demand for all descriptions of produce took place, and prices rapidly advanced. The consumptive demand was steady throughout, and during the winter and early spring months the exports of lard and bacon were quite large—showing a material increase over those of the season

previous.
The following shows the receipts and shipments of hops, alive and dressed, for ten years:-RECEIVED.

			TANGET 1 111	v**	
Year.			Live.	Dressed.	Total.
1858,			416,225	124,261	540,486
1859,			188,671	82 533	271,204
1860.	*		285,149	107,715	392,864
1861.			543.0.9	126,863	675,902
1862.	6		1,110,971	237.919	1,348,890
1863.			1,343,863	333,894	1,677,757
1864-5,			1,267,097	143,223	1,410,320
1865-6,			871,468	327,364	1,178,832
1866-7,	2	- 0	1,071,399	270,257	1.341,656
1867-8,		- :	1,617,851	265,522	1,883,373
Tooling	•				2,000,010
			FORWARD	BD.	
Year.			$Live_{\epsilon}$	Dressed.	Tital.
1858 .			159,181	32,832	192,013
1859 .			87,254	22,992	110,246
1860 .			191,931	35,233	227,164
1861 .	-		216,982	72,112	289,094
1862 .		-	446.506	44,629	491,135
1863 .	- 1		733,213	123,272	856,485
1864-5	- 2	- 2	517,656	18,781	536,437
1865-6	- 3	- 3	538,035	125,531	663,566
18:6-7	- 8	- 5	549,499	123,270	672,769
1867-8	- 6	- 5	808,965	224,153	1,033,118
The	felt	awin		ie number	
packed					
Pacaca	411	F1113	city during	the pust	seventeen

140			A CO (40 CO)			4.00
Senson.			Number. Season.			Number
1851-2	¥1		22.036 1860-1		4	271.803
1852-3	*		44,156 1861-2			505,691
1853-4			52,849 1862-3			970,264
1854-5	*		73,694 1863-4			904,659
1855-6			80,380 1864-5			760,514
1856-7			74,000 1865-6		- 2	507,355
1857-8			99,262 1866-7		-	639,332
1858-9			179,684 1867-8			796,225
1859-60			151,329			
The r	nov	em	ent in beef cattle	a fe	or t	he fiscal

year ending March 31 shows a decrease, as compared with the previous year. The receipts were 313,797 head against 373,277 head for 1866-7, and 348,928 head for 1865-6. The shipments were 203,564 head against 260,833 head in 1866-7, and 310,444 head in 1865-6. The beef packing for the season of 1867-8 was

35,346, against 26,998 for the season previous, an increase of 8348.

The following shows the movement in beef cattle for eleven years:-

Year.				Receip	ds. I	Shipments.
1857				48,5		25,502
1858				140,5	34	42,638
1859				111,6	94	37,584
1860			1.0	177.1	01	97.474
1861				204,5	79	124,145
1862	.90	1.00		209,6	55	112,745
1863		1.00	240	300.6	22	187,068
1864-5				303,7	26	262,446
1865-6				348,9	28	310,444
1800-7				373,2	77	260,833
1867-8				313,7		203,564
The f	ollowi	ng is th	ie nur	nber of	cattl	te packed
				en sea		
1851			.866 1			34,623
1852		24	,663 18	861 .		53,754
1853		25	,431 19	862		59,687
1854		33	691 1	863	- 6	70.086
1855		28	,972 1	834-5		92,450
1856			971 1	865-6	- 2	27,172
	1777	2.7	1040 0	3.00		20722

-The Cincinnati Gazette gives an account of the opening of an ancient mound near Covington, Ky., about fifteen feet high and one hundred feet in circumference. At the bottom of the mound was a layer of ashes, about ten inches deep, in which were found a number of charred bones, and a few pieces of pottery, supposed to be the remains of the ante-Indian

34,675 1866 7

45,503 1867-8

51,606

25.996

-A fellow has been parading the streets of Dubuque, claiming to have been scalped by the Indians. A physician who examined his head says the scalping was done by the old fellow with the scythe and hour-glass.

-The proprietor of two Texau newspapers has put one of them up to raffle, five dollars a chance. -One reason why the eclipse was not

visible here was because it came a little after midnight. -Boston Corbet is doing camp-meeting at

Sing Sing. -The biggest blue diamond in the world has been bought by the Rothschilds.

A BULGARIAN BANDIT.

A Semsational Romance of the Crimean

War. The following interesting story, which reads like a sensational romance, is told in the Part Ma | Gazette:-

"During the Crimean war a body of Potes, known as 'The Cossacks of the Sultan,' was attached to the Turkish contingent. Tois corps was retained as part of the Turkish army after the dissolution of the contingent, and has recently been stationed in Bulgaria, where it has done good service in checking the depredations of a formidable bandit named Koushichou Oglou, who has for some time acted in connection with the insurgent agitators on the other side of the Danube, and is said to have taken a prominent part in the revolutionary expedition which lately entered Bulgaria from the Danu-bian Principalities. An account of the history and adventures of this bandit, interspersed with valuable information on Butgarlan life and character, has been contributed to the Kevue Contemporative by Madame Caroline Suchodolska, the wife of an officer in the 'Cossacks of the Sultan.' "Many years ago, when Koushtchou was a

young man, his personal beauty and skill in all athletic exercises made him a universal favorite, and the village girls used all their arts to attract him. His choice fell on a beautiful maiden named Mitza, whose parents, poor but respectable peasants of an adjoining village, fully approved his suit. All went well for a time, and preparations were made for the be-trothal of the young couple, but unfortunately Koushtchou was called away to a distant dis-trict on business, and Mitza went with her father to work in a field belonging to a wealthy Turkleh pasha in the neighborhood. The pasha, struck with her beauty and innoceuce, pursued her with his attentions, and the unfortunate girl was too dazzled with his brilliant promises to make much resistance. The pasha's passion was short-lived, and he soon abandoned her. Meanwhile Koushtchou, having earned a sufficient sum to enable him to marry, returned to his village and claimed the hand of his betrothed. Mitza, conscious of her guilt, but dreading to contess it, made no objection to her lover's proposal, and the ceremony of beirothal, which in Bulgaria is held to be almost as binding as that of marriage, was performed in the presence of all the principal people of the village. But she could not long conceal her disgrace. The consequences were terrible. Her father died of shame and grief; she became a maniac, and still wanders about the hills, an object of fear and adoration to the superstitious peasants, who look upon idiots as sacred; and Kouschtchou fled to the hills, vowing vengeance against the Turks. Since then he has led the life of a sort of Bulgarian Fra Diavolo. Accompanied by a devoted band of followers, he scoured the whole country, killing every Tark he met, and imposing contributions on his countrymen to support him in his lawless pursuits. His popularity among the women contributed greatly to the impunity with which he carried on his depredations. In every village there was a girl who acted as his accomplice, informing him whenever a rich Turk happened to be passing through, and warning him against the approach of the troops. He soon obtained such a reputation among the viliagers that they never thought of resisting his demands for food, clothing, or money for his band, especially as it was known that he appro-priated a considerable proportion of his booty to the maintenance of churches, the relief of the poor, and other charitable objects. An at-tempt was once made by the Government to capture him through another bandit named Hussein, who was then confined in a Turkish prison. Hussem was liberated and promised a large reward if he would betray his former chief: but he only joined his former compauions, and being captured a second time, was burned alive by the troops. "The attempts made last year to stir up an

insurrection in Bulgaria were to a great extent carried out with Koushtchou's co-operation, The Polish Cos-acks pursued him for months all over the Balkan, and succeeded in breaking up his band and capturing its principal chiefs; but they failed to catch Koushtchou himself. On one occasion an old Turkish woman came to them with a Bulgarian priest, saying that she knew the bandit's hiding-place, and was in the habit of bringing him bread and brandy every cay; but when the troops came to the spot the bird had flown. It was afterwards found that Koushtchou had been warned of hi the old woman's daughter, who had fallen love with the bandit, and walked several miles over the mountains to save bim. He then escaped to Bucharest, where he has since been employed with the 'Bulgarian Committee,' "

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO DIAMOND BEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARK. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Would invite particular attention to their large and elegant assortment of LADIES' AND GENTS' WATCHES

of American and Foreign Makers of theifinest quality in Gold and Sliver Cases.

A variety of Independent % Second, for horse timing. ming. Ladies' and Gents' CHAINS of latest styles, in 14

BTTTON AND EYELET STUDS in great variety-newest patterns. SOLID SILVERWARE

for Bridai presents; Piated-ware, etc.
Repairing done in the best manner, and war-ranted.

WEDDING RINGS.

We have for a long time made a specialty of Solid 18-Karat Fine Gold Wedding and Engagement Rings,

Ard in order to supply immediate wants, we keep A FULL ASSORTMENT OF SIZES always on hand,

FARR & BROTHER.

11 11smtb[rp] No. 324 CHESNUT St., below Fourth,

SPECIAL NOTICE.

UNTIL SEPTEMBER 1, 1868,

I WILL CLOSE DAILY AT 5 P. M. G. W. RUSSELL,

Importer and Dealer in French Clocks, Watches Fine Jewelry, and Silver Ware,

No. 22 North SIXTH Street, PHILADELPHIA.

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED
would call attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast from it is very simple in its construction, and is perfectly airtight; self-cleaning, having no pipes or drains to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS,
Nos. 132 and 1134 MARKET Street,
Phindelphia.

A large assortment of Cocking Ranges, Fire-board stoves, Low Down Grates, Venlistors, etc., alway on hand.
N. B.—Jobbing of all kinds promptly done. 5 tot

on hand.
N. B.-Jobbing of all kinds promptly done. 5101

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD .-ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pitaton, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1888, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:— BERKS and AMERICAN streets, daily (Sündays excepted), as follows:—
At \$45 A. M.—Accommodation for Fort Washington.
At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Raston, Allentown, Catasauqua, Slatington, Masch Chunk Weatherly, Jeanesville, Hazleton, white Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Myoming Valleys; also in connection with Lebigh and Mahanoy Ballroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville Milten, and Williamsport Arrive at Mauch Chunk at 12'05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City; and with Catawissa Railroad for Rupert, Danville Milten, and Williamsport Arrive at Mauch Chunk at 12'05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City; and Prance of the Milten and Williamsport Arrive at Mauch Chunk at 12'05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City; Castos, and points on New Jersey Central Railroad to New York.

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

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

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

At 2'35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 2'35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 4'15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 4'15 P. M.—Accommodation for Postesson, and Hartsville take that train to Quakertown, and for Sumneytown to North Wales.

At 4'15 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11'50 P. M.—Accommodation for epted), as follows:—
At 5'45 A. M.—Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 and 1105 A. M., 200 and 800 P. M.
1105 A. M. and 200 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquenana trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 105 P. M. connect at Bethlehem at 605 P. M., and arrive in Philadelphia at 800 P. M.

From Doylestown at 805 A. M., 500 and 700 P. M.

From Fort Washington at 900, 1005 A. M., and 11 P. M.

Prom Fort Washington at 9 30, 10 36 M. M., and 1 P. M., M. ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M., Philadelphia for Doylestown at 2 00 P. M., Doylestown for Philadelphia at 7 00 A. M., Bethlehem for Philadelphia at 4 30 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 VV RAILROAD.—SUMMER ARRANGEMENT, On and after MONDAY, April 18, 1868, Trains will -On and after MONDAY, April 13, 1888, Trains will leave as follows:

Leave Paliadelphia from the Depot, THIRTY.

FIRST and CHESNUT Streets, 7.15 A. M., 11 A. M., 236 P. M., 415 F. M., 456 F. 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., 7.26 A. M., 1845 F. M., 479 P. M., 6.75 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5.30 P. M.

Trains leaving West Chester at 7.30 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7.15 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction, going East, will take train leaving thiladelphia at 4.50 P. M., and transfer at B. C. Junction, The Depot in Philadelphia is reached directly by

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

ON SUNDAYS

Arrival.

ON SUNDAYS,
Leave Philadelphia at \$00 A. M. and 200 P. M.
Leave West Chester at 745 A. M. and 200 P. M.
Leave West Chester at 745 A. M. and 500 P. M.
Trains leaving Philadelphia at 7:55 A. M. and 4:56
P. M., and leaving West Chester at 7:30 A. M. and 4:56
P. M., connect at B. C. Junction with Trains on
P. & B. C. R. R., for Oxford and intermediate points.
Passengers are allowed to take Wesring 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 Suy's, ne same, HENRY WOOD, General Sup't, Philadelphia, April 1st, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL.

CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper
Ferry). Commencing SAI URDAY, July 18, 1868,
Trains leave as follows for Cape May:—
9:00 A. M., Cape May Express, due at 12:25 (noon),
2:15 P. M., Cape May Passenger, due at 7:15 P. M.,
4:00 P. M., Fast Express, due at 12:05 P. M.
RETURNING LEAVE CAPE ISLAND,
6:30 A. M., Morning Mail, due at 10:06 A. M.
9:06 A. M. Fast Express, due at 12:07 P. M.
5:00 P. M., Cape May Express, due at 22:0 P. M.
Sunday Mail and Passenger train leaves Philadelphila at 7:15 A. M. Returning leaves Cape Island at
5:10 P. M. Excursion Tickets, \$3.
Cape May Freight trains leave Camden daily at
9:20 A. M., and Cape Island at 6:45 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
Annual Tickets, \$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 C. Inpany
WEST JERSEY RAILROAD LINES.

Transfer Company
Transfer Company
WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Milivitie, Vinetand, and instrinct at estations, at 8:00 A. M. and 3:30 P. M.
For Cape May, 9:00 A. M., 3:15 F. 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 CEN TRAL RAILROAD - SUMMER ARRANGE MENT. - On and after MONDAY, April 18, 1868, 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 as 5:15 A. M. and Oxford at 6 A. M., and leave Oxford at 8:25 P. M. 3-25 P. M. and Oxford at 5 A. M., and leave Oxford at A Market Train, with Passenger Cars attached, will rungon TUE-DAYS and FRIDAYS, leaving the Rising Sun at 11-45 A. M.; Oxford, 11-45 A. M.; and Kennett, 1 P. M.; connecting at West Cheeter Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2-30 P. M.; runs through to Oxford.

The train leaving Philadelphia

oxford.

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

The strain leaving Philadelphia at 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.

4108

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON
PHILADELPHIA, AND NEW YORK.
Trains between Washington and New York are
now run as follows, viz.:—
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.45 A. M., 12.30 and
7 P. M.
FOR PHILADELPHIA

7 P. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7.45 and 12.25 P. M., and 4.20 and 7 P. M. ON SUNDAY.

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

BLEEPING CARS for New York on 7 P. M. train SileEPING CARS for New York on 7P. M. train daily.

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

Hee Baltimore and Ohio Railroad advertisemen and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent.

225†] GEO. S. KOONTZ. Agent, Washington.

TAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Witkestarre. Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its brauches.

branches.

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

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

[7 22] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcela, Packages, Merchandiae, Bank Note:, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

221 JOHN BINGHAM, Superintendent.

RAILROAD LINES, RHADING BAILROAD.—GREAT TRUNK L LINE from Philadeiphia to the interior of Pennsylvania, the Schuylkill, Sunguehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1885, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 738 A. M. for Reading and all intermediate stations, and Allen lown. MORNING ACCOMMODATIONS.—At 7:39 A. M. for Reading and all intermediate stations, and allen lown.

Returning, leaves Reading at 6:50 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EX PRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Subbiry, Williamsport, Elmira. Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carliele, Chambersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Raliroad trains for Allendown, etc., and the 5:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Centrai, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chanbersburg, Pinegrove, etc.

AFTERNOON EXPRESS.— Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at Intermediate stations: arrives in Philadelphia at 9:05 A. M. Returning leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.; arrives in Pottstown at

town at 645 A. M., stopping at intermediate stations: arrives in Philadelphia at 4 30 P. M.; arrives in Pottstown at 640 P. M.

RFADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 50 P. M.

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

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Alternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 12:45 P. M.; leave Philadelphia and all diladelphia at 12:45 P. M.; leave Philadelphia and 12:45 P. M.; leave Philadelphia at 12:45 P. M.; leave Philadelphia for Reading at 8:56 A. M.; returning from Reading at 4:25 P. M.; leave Philadelphia at 2:35 P. M.; leave Philadelphia for Reading at 8:66 A. M.; returning from Reading at 4:25 P. M.; leave Philadelphia, returning from Downingtown at 6:30 A. M., 1:00, and 6:45 P. M. RAILEV RAILEOAD.—Passengers for Collegeville take 7:50 A. M., and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M., 1:00, and 6:45 P. M. RAILEOAD.—Passengers for Collegeville take 7:50 A. M., and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M., 1:00, and 6:45 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTYBURG AND THE WEST.—Leaves New York at 9 A. M., 5:00 and 8:00 P. M., passing Reading at 1:49 A. M., 5:00 and 7:06 A. M., and 6:25 P. M. M. an

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Trains leave Anburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 P. M. for Pinegrove and Tremont: returning from Harrisburg at 3:20 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M.

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

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

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

by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bratford, Treasurer, No. 237 S. Fourth street, Philadelphis, or G. A. Nicholls, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al points, at \$5250 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. rates.
Ciergymen residing on the line of the road will be fornished with cards, entitting themselves and wives to tickets at half fare.

Excursion lickets from Philadelphia to principal stations, good for Satu day, Sunday, and Monday, at reduced 'are, to be had only at the Ticket Office, at Thirieenth and Callowhill streets.

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

Freight Trains leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3:00, 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 its branches at 5 A. M., and for the principal stations only at 2.15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowbill streets.

DENESYLVANIA CENTRAL RAILROAD. DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARK ETStreets, 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.

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. 90 Chesnut street, or No. 116 Market Street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train lickets must be procured and bugsage delivered by 5 ot P. M., at No. 116 Market streets.
TRAINS ARRIVE AT DEPOT, VIZ.:-

Cincin, sai Express
Philadel; his Express
Paol Accommodation No. 1...
Parkesburg Train

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.—TIME TABLE.

ENGR GERMANTOWN, AND NORRISTOWN RAILROAD.—TIME TABLE.

ENGR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 35, 35, 4, 5, 5%, 610, 7, 8 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1 2, 3 4, 4%, 6, 6%, 7, 5, 9, 10, 11 P. M.

The 8 20 Down Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 9% A. M. 2, 7, 10% P. M.

Leave Philadelphia 9% A. M. 1, 6, 9% P. M.

Leave Philadelphia 9% A. M. 2, 7, 10% P. M.

Leave Chestnut Hill 716, 8, 940, and 11 10 A. M., 140 840, 540, 840, 840 and 10 40 P. M.

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

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

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

Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P. M.

Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P. M.

Leave Chestnut Hill 7760 A. M. 1240, 540 and 925 P. M.

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Leave Chestnut Hill 7760 A. M. 1240, 540 and 925 P. M.

Leave Chestnut Hill 7760 A. M. 1240, 540 and 925 P. M.

Leave Philadelphia 6, 7%, 9, and 11 % A. M., 12.40, 5 40 and 9.25
P. M. CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 % A. M., 1%, 8, 4%, 5%, 6%, 806 and 11% P. M., 12, 9, and 11 % A. M., 1%, 8, 6%, 6%, and 8% P. M., 12, 30 and 7.4b P. M., Leave Philadelphia 9 A. M., 230 and 9 P. M., Leave Philadelphia 9 A. M., 230 and 9 P. M., Leave Philadelphia 6, 7%, 9, and 11 % A. M., 1%, 8, 4%, 5%, 6%, 808, and 11% P. M., Leave Philadelphia 6, 7%, 9, and 11% A. M., 1%, 8, 6%, 808, and 11% P. M., 2, 8%, 8, and 11% A. M., 2, 8%, 5, 6%, and 9 P. M., 80N SUNDAYB.
Leave Manayunk 610, 7%, 820, 9%, and 11% A. M., 2, 8%, 5, 6%, and 9 P. 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 brautiful fatyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher,

EEC. ME CHESNUT Street below Fourth

RAILROAD LINES.

At 8 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 3400 At 3 30 P. M., via Camden and Jersey City Ex-press...

At 3 30 P. M., via Camden and Jersey City Express... 300
At 6 P. M., for Amboy and intermediate stations.
At 6 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 6 30 and 8 A. M., 2 300 and 4 30 P. M. for Tremton.
At 5 30, 8, and 10 A. M., 1, 2, 3 3 30, 4 30, 6, and 11 30 P.
M. for Bordentown, Burilagton, Beverly, and Delanco.
At 5 30 and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M., for Frorence.
At 5 30 and 10 A. M., 1, 3, 4 30, 6, and 11 30 P. M., for Florence.
At 5 30 and 10 A. M., 1, 3, 4 30, 6, and 11 30 P. M. for Riverton and 3 20 P. M., for Palmyra. 2 P.M., for Riverton and 3 20 P. M., for Palmyra. 2 P.M., for Riverton and 3 20 P. M., for Palmyra.
At 5 30 and 10 A. M., 1, 5, 4 30, 6, and 11 30 P. M. for Fish House.
The 1 and 11 30 P. M. Lines leave from Market Street Ferry (upper side).
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, 3 30, and 5 P. M., for Morrisville and Tullytown.
At 7 and 11 A. M., 2 30, and 5 P. M., for Schencas and Eddington.
At 7 and 10 15 A. M., 2 30, and 5 P. M., for Schencas and Eddington.
At 7 and 10 15 A. M., 2 30, and 5 P. M., for Schencas and Eddington.
At 7 and 10 15 A. M., 2 30, and 5 P. M., for Schencas and Eddington.
At 7 and 10 15 A. M., 2 30, 4 5, 5, and 6 P. M., for Cornwells. Torrisdale. Holmesburk. 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, Tortsdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

YROW WEST PHILADELPHIA DEPOT, VIA Connecting Reliway.
At 9 30 A. M., 1 80, 6 30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3 25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9 30 A. M., and 6 30 P. M. Lines will run daily.
At 9 30 A. M., 1 30, 6 30, and 12 P. M. for Trenton.
At 9 30 A. M., 1 30, 6 30, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schensk's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Franklord,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the anutatreet, 3e minutes before departure. The cars on Market street Raliway run direct to West Philadelph a Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9 30 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.
At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syractase, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3:30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Bartford, Masonville, Hainsoort, Monnt
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cooketown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Iminystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage out their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

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

An advilloral Ticket Office is located at No. 828 Chesnut street, where Tickets to New York and all important points North and hast may be procured. Persons purchasing Fickets 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 Cam-den; at 570 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.
From Pier No. 1 North River at 5:30 A. M. Accommodation, and 2 P. M. Express, via Ambuy and Camden.
WILLIAM H. GATZMER,
Agent.

modation, and 2 P. M. Express, via Amboy and Camden,

(albein, albein, albein,

Wilmington.
Lesy: Philadelphia at 11:00 A. M., 2:30, 5:00, 7:00, and 11:30 (dally) P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 706 and 810 A. M. (daily), 126 415, and 750 (daily) P. M. The 815 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-Mail; 240 A. M., Express; 226 P. M., Express; 635 P. M., Express; 856 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE,
Leaves Baltimore at 856 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newsrk to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points west, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purch-saing tickets at this office can have their baggage checked at their residence by the Union Transfer Company 482 H. F. KENNEY, Superintendent, SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. Mail 730 A. M.
Freight, with passenger car ast, ched. 9 is A. M.
Express (through in two hours). 200 P. M.
Atlantic Accomm.odation. 415 P. M.
Beturning, leaves Atlantic
Special Excursion. 578 P. M.
Mail 420 P. M.
Freight, with passenger car. 1136 A. M.
Express (through in two hours). 710 A. M.
Accommodation. 550 A. M.
Junction Accommodation to Arso and intermediate stations, leaves Vine street. 530 P. M.
Returning, leaves Arco. 525 A. M.

Sunday Mail Train to Atlantic, Leaves Atlantic.....

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

BUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baitmore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania,
ELEGANT SLEEPING CASS on all Night Traina,
On and after MONDAY, May 11, 1868, the trains
on the Philadelphia and Eric Railroad will run as
follows:—

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION REERS, Nos. 222 and 234 MARKET Street, DCV ner of Earle street. Successors to John B. Myers & C.

LARGE POSITIVE SALE OF BRITISH, FRENCH,
GERMAN, AND DOX ESTIC DRY GOODS,
On Thursday & orning,
Aug. 27, at 16 o'cl. ck, on four months' credit. [8 21 51 LARGE POSITIVE SALE OF CARPETINGS, 250
PIECES FLOOR OIL CLOTH, ETC.
On Friday Morbing.
Argust 28, at 11 o'clock, on four months' credit, about 2-6 pieces of instain, Vereilan, 11 t, here, cottage, and rag carpetings; also, 250 pieces oil cloths

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GODDS, ETC. On Monday Moroleg. (8 2) 84 August 31, at 10 o'clock, on four months' credit. LARGE PEREMPTORY SALE OF 1500 CASES
EOUTS, SHOES, TRAVELLING BAGS, Erc.
September 1, at 10 o'clock, on four months' credit.
8 16 5t

C. D. MCCLEES & CO. AUCTH NEFES

SALE OF 1600 CASES BOOTS, SHOES, BRC-GANS, BALMORALS, ETC.
On Thursday morning,
August 27, at 10 o'clock, we will sell by Catalogue, for cash, 1600 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmorals, etc.
Also, a superior assoriment of Women's Misses' and Children's wear,
[8 22 44]

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons)
No. 529 CHESNUT St., rear entrance from Misor. NOTICE.—Our Regular Weekly Sales of Household Forniture, e.c., at the Auction Rooms, will be need on WEDAE-DAY, instead of Monday, as heretolore.

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

On Tuesday morping,
Sept. I, at 10 o'clock, at No. 2020 wallace street, by
catalogue, the en'lre Forniture, comprising ros-wood
and br. catelle parlor suit; superior walnut chamber
furniture; oak dising-room furniture; rosewood clanoforte; French plate m-ntle mirror; fire-proof chest,
by Evans & Walson; handsome velvet and Brusse's
carpets; rerigerator; cooking utensils, etc.
May be seen early on morning of sale. [8 247t]

Peremptory Sale at 2:12 and 2214 Filbert street.

SIX VALUABLE STRAM ENGINES AND

BOILERS.

On Saturday Morning.

Sept. 5th, at 10 o'cicck by catalogue, at 2:12 and 2:214

Filbert street, without reserve, six valuable steam engines of the following power: 18, 16, 12, 9, 6 and 4 norse; large portable boilers, three stationary boilers, two portable boilers, smoke stacks, frames, etc.

May be seen at any time 8 25 4t

M. THOMAS & SONS, NOS. 139 AND 14

WALNUT HOUSEHOLD FURNITURE BRUS-SELS AND OTHER CARPETS, FEATHER BELS, ETC. On Friday Morn'ng, August 28, st 10 o'clock by catalogue, the entire household furniture. THOMAS BIRCH & SON, AUCTIONEERS CHAND COMMISSION & ERUHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom 31-

NEW AND SECOND-HAND HOUSEHOLD FUR-NITURE, PIANO-FORTES, MIRRORS, CAR-PETS, PLATED WARE, PARLOR ORGANS, ETC.

PETS, PLATED WARE, PARLOR OBGANS, ETC.

On Friday Morning.

Aug. 28, at 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold, a large assortment of tuperior Furniture from families decining house-keeping, comprising walnut Parlor Suits, in pinsh, brocatelle, and hair cloth, Library Suits, walnut Chamber Suits, Sideboards. Wardrobes, Secretary and Bookcases, extension Dining l'ables, Silverpiated Ware. Spring and Hair mattresses, Feather Beds, Velvet, Brussels, and Ingraia Carpeta. Freach Plate Mantel and Pier Mirrors, framed Engravings and Chromoos, Vases, China etc.

ORGANS.—Also, one superior Organ, or Harmonian, sultable for a school or small churches, cost \$500.

Also, two Parlor Organs.

PIANO FORTES.—Also, one elegant rosewood
Plano-forte, made by Peck, cost \$600.

Also, one Cottage Plano forte.

8 26 2t L IPPINCOTT, SON & CO., AUCTIONEERS

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIL
MORE, and WASHINGTON AND THE WEST ARE FOR BALTIMORE.

Leave daily, except Sunday, at 7'00, 7'45, and 12'30 P.
M., and 2'00, and 4'30 and 8'45 P. M.
i OR ALL WAY STATIONS.
Leave daily, except Sunday, at 7'00 A. M., and 2'00 FOR WAY STATION SOUTH OF ANNAPOLIS
Leave at 615 and 700 A. M., and at 200 and 4.35
P. M.

P. M.

FOR ANNAPOLIS.

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

ON SUNDAY.

FOR BALVIMORE.

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 delity, except Saturday and Sunday, at 7:45 A.

FOR ALL PARTS OF THE WEST.

Leave delly, except Saturday and Sunday, at 7.45 A.

M., 430 and 8.45 P. M.

On Saturday at 7.45 A. M., and 2.30 P. M.

On Saturday at 4.30 end 8.45 P. M. only, connecting at Belay Station with trains from Ealtimore 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.

2551 GEORGE S. KOONTZ, Agent, Washington.

HEIGHT LINES FOR NEW YORK AND STATE OF ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Wainut street wharf.

INCREASED DESPATOR.

INCREASED DESPATOH.

Freight for all way points on the Camden and Amboy, Freshold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 5 P. M.

A sup memorandum, specifying the marks and nombers, shippers and consignees, must in everyin, stance be sent with each head of goeds.

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

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, FAACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER-MAKERS, BLAOK SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged is building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Engines, by the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sees of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers, of the best Pennsylvania charcoal fron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all ether work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for PENN STEAM ENGINE AND

teed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc. for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,

BEACH and PALMER streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON SITESTS.

WASHINGTON Streets.

PHILADELPHIA,
MERRICE & SONS,
MENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or brass.
Iron Frame Room for Gas Work, Workshops, and
Railroad Stations. etc.
Reforts and Gas Machinery, of the latest and most
improved construction. improved construction.

Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills. Vacuum Pans, Oli Steam Trains, Defecators, Fliters, Pumping, En-

gines, etc.
Sole Agents for N. Billeux's Patent Sugar Botling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal SugarDraining Machines. JOHN CRUMP.

CARPENTER AND BUILDER,

SHOPS: NO. 218 LODGE STREET, AN NO. 1733 CHESNUT STREET,