NOVA SCOTIA.

Her Reply to Great Britain's Refusal of Self-Government. In a communication to his Excellency, Major

General Charles Hastings Doyle, Lieutenant-Governor and Commander of H. M.'s troops in and over the province of Nova Scotia, the Executive Council of that province say that they have read the despatch, his Grace the Duke of Buckingham in reply to the address of the Representatives of the people, for a repeal of the Act of Union, with mingled emo-

tions of surprise and regret. When the Representatives of the people unanimously informed the Queen that Confederation had been forced upon the Province, without in any manaer consulting them, it is astopishing that the Colonial Minister should take the liberty of contradicting them, and of asserting that Confederation first originated with the Legislature of Nova Scotia. This assertion is unsustained by the slightest foundation in fact. The Legislature never offered an opinion in favor of Confederation by vote, resolution, or any other action on the subject before the Quebec scheme was published. Confederation was devised altogether in Canada, and the scheme was never in any manner submitted to the people of this Province, and every expression that they have been able to give of their wishes on the subect has been directly adverse to the measure. When it was brought forward in the session of

1865, no less than 15,000 of the people petitioned against it. When it was ascertained that the leaders of the Government and of the opposition had conspired to have it carried through the Imperial Parliament, upwards of thirty-one thousand petitioned against it, and delegates were sent to England to oppose its passage. Since the Constitution was conferred on the

Province, upwards of a century ago, the laws were made and all taxes were levied by the representatives of the people in their own Legisla ure. The Legislative Council in the Upper Branch were appointed by the Sovereign under the advice of the Executive Council, who, since the introduction of responsible Government always possessed the confidence of the people. Their whole Legislature were, therefore, either actually or virtually chosen by themselves, and the members of that branch, by which the taxes were imposed, had to render an account of their stewardship, at least once in four years. The regulation of their trade and commerce was in the hands of the people through this Legislature. They had the exclusive management and control of all their taxes. The revenue was regularly and rapidly increasing, and they had ample means of meeting all their li bilities and maintaining all their public services. They had the exclusive right of their fisheries, and all their public preparty was in their own possession The general prosperity was so great that a low tariff was sufficient for raising, by indirect taxation, all the revenue that was required.

Such was the happy condition of the province up to 1867, when all was suddenly changed; and without consulting the loyal people of Nova Scotia, and in spite of everything that they could do to prevent it, an act of Parliament was passed to strip them of all them under a new constitution that a few scheming politicians in Canada had contrived these inestimable rights and privileges, and place for the subjugation of this province, and which they accomplished by corrupting the faithless public servants of Nova Scotia.

Instead of having our laws made by a Legislature of Nova Scotians, responsible to and sympathis og with us, they are henceforth to be make by a Legislature of Canadians, composed of a House of Commons and a Senate. th a Governor General at their head. House of Commons consists of 181 members, whereof Nova Scotia elects 19. The rest are elected by people of other, and to us strange countries, and we can have no control over the remaining majority of 102. In the Senate our representation is a mockery. There are in all flotion of the Union act, said to represent Nova Scotia; but she has nothing to say in their appointment, and they are the nominees and creatures of the Executive Council of Canada. All direct communication with our Queen has been cut off, and our allegiance has virtually been transferred to any subject that the Colonial Office may hereafter appoint to rule

How has confederation operated upon Nova Scotia already? It has been in existence one year; we have already had our tariff raised, and our indirect taxes very largely increased, we have been saddled with vexatious stamp duties, with taxes on newspapers and a tax upon our bank circulation. Our railroads have been taken from us, and under Confederation can be seld, and the price taken into the Canadian chest. We have had all our revenues of customs taken from us, and we have been placed on a triffing allowance which is totally insufficient for our support. The refusal to renew the Reciprocity Treaty and the consequent closing up of our coal trade, and the general stagnation of commerce, are probably chargeable on Confederation and its natural effect of excluding the manufactures of the United States from the Maritime Provinces by means of a high Canadian

If confederation is entailed upon us, we shall be compelled to submit to direct taxation to raise a sufficient revenue to carry on the public business, and to sustain our roads and bridges, which are already greatly in need of

The statute requires Canada to pay us eighty cents a head annually until our population reaches 800,000-so that when it doubles or increases to 400,000, and our expenses have also doubled, we shall have forty cents a head. That is, when our expenses are double we shall have only half as much to meet them; and so, as our population and expenses increase, our means will diminish in an equal ratio. In other words, direct taxation must increase in proportion as our limited allowance fails to meet the augmented expenses of the Government.

Here, then, we have the prospect of an eternally increasing direct as well as indirect taxation.

The people have received a valuable and admirable working Constitution from their ancestors, and they are bound to transmit it nnimpaired to their children, for whom they are but temporary trustees.

An arbitrary and tyrannical attempt has been made to deprive them of this Constitu-tion, and they conceive that they are bound to resist the attempt by all constitutional and practicable means. All that they require is to have their Constitution restored, and though they are neither willing, nor if willing, at present prepared to resort to any kind of force or violence to extricate themselves from an oppressive tyranny, they will passively resist the asurpation, and with a firm purpose will abide their time, and avail themselves of every practicable means of setting themselves free.

We wish to be distinctly understood, that all we ask for is the restoration of our constitutional rights. We have ever been faithful subjects of the British Throne; we ardently desire to remain so; and we will not attempt to withdraw our allegiance until we find that the Queen intends permanently to deprive us

We have maintained a friendly intercourse with the people of the United States of Ameri-

ca, and our daily expanding commercial dealings with them make any interruption of peaceful relations improbable, if not impossible. We admire that great, energetic, and intelligent nation; but our habits, our education. and our feelings have always been favorable to menarchical, and adverse to democratic institutions. We are, therefore, in no manner desirous of changing our political constitu-tion, but will not willingly allow ourselves to be brought into subjection to Canada, or any other country. We will have no confederation or union with other colonies, except upon terms of the most exact equality; and there is no change in our political relations that we should not prefer to the detestable confederation that has been attempted to be forced

We shall proceed with the legislation and other business of the Province, protesting against the Confederation, boldly and distinctly asserting our full purpose and resolution to free ourselves from the trammels of Canada, and if we fail, after exhausting all constitutional means at our command, we will leave our future destiny in the hands of Him who "will judge the people righteously, and govern the nations upon the earth."

WILLIAM ANNAND, MARTIN I. WILKINS, W. B. VAIL. R. A. MCHEFFEY, ROBERT ROBERTSON, J. C. TROOP, E. P. FLYSN. JAMES COCHRAN. John Fergusson.

FROM SOUTH AMERICA.

Reported Fall of Humaita. Lisson, Aug. 28.—One of the stenmers of the egular mail line between Rlo Janeiro and this port arrived late last evening with advices from

Rio to Appust S. Her news is highly important. The tactics of the ailled forces in attempting to reduce the Paraguayan fortress of Humaita by starvation ave been entirely successful. The Paraguayans ld out to the last moment, and on July 24. when their stores were exhausted, evacuated the position, and the allied forces marched into Homana the next day. Two hundred and tifty estinon, and a large quantity of ammunition, small arms, etc., which the Paraguayans were compelled to abandon, were captured by the allies. The retreating Paraguayans were pursued, and four thou-and of them cut off from the main body and surrounded in Grau Chaco. They formed in line of battle, and in answer to a demand to surrender, emphatically recused. Three of the Brazilian ron-clads forced their way through the obstructions, and past the batteries on the Parana, and had joined the fleet in the bombardment of the position of President Lopez at the mouth of the Tebiguary, and Marsuni Caxias, the ailted comwas also advancing troops on Lopez from the land side, and as the guns of the affed feet commanded all routes of relicut, it was extected that the Paragua; ans would soon be terced to surrender their position. It was reorted that the Paraguayans had also evacuated the important desensible town of Tuopo. In riew of all these advantages gamed by the allies, the opinion was general throughout Brazil that the war was very near a successful termination. There were no new developments in regard to the difficulty between Mr. Webb, the American Minister, and the Brazilian Government.

A formidable revolt had broken out in Paraguay, but it was summarily put down, and many of the ringleaders were captured. Two of them, Berges and Carrenas, were tried and The first named was formerly the Paraguayan Secretary of Poreign Adairs. The new ministry of the Brazilian Government is removing the Presidents of the provinces, and apopposed by the Joberal party everywhere turoughout the country.

Paragunyan Accounts.

London, Aug. 30.-Accounts of the recent events on the Rio Paraua have been received from Paraguayan sources. The Paraguayans claim that the allies received severe checks in two battles on July 16 and 18. The fortress was subsequently evacuated without the knowledge of the enemy. All the heavy guns were spiked, 72 members, 12 of whom are, by a curious and the arms, ammunition, and stores, were

The governments of Chili and Bolivia have offered their good offices to Lopez, as mediators, The Paris Parae has Paraguay advices which explain that Humaita was abandoned because Lopez had completed his new defensive line of

for inscations on the Tebiguary.

The Paraguayans were confident that the allies, though holding the river, would not at-tempt to euter the interior of the country, and believed that the war would soon be brought to an end by the lassitude of the com-

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO. N. E. Corner of FOURTH and RACE Sts., PHILADELPHIA.

WHOLESALE DRUCGISTS.

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White Lead and Colored Paints, Putty, Varnishes, Etc.

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FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH.

FURNISHING GOODS, SHIRTS, &C

H. S. K. C. Harris' Seamless Kid Gloves.

EXCLUSIVE AGENTS FOR GENTS GLOVES. J. W. SCOTT & CO., NO. 814 CHESNUT STREET.

EVERY PAIR WARRANTED.

PATENT SHOULDER-SEAM

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PEFFECT FITTING SHIRTS AND DRAWERS made from mensurement at very short notice.
All other articles of GENTLEMEN'S DRE'S

GLOIS in full variety WINCHESTER & CO., No. 700 CHESNUT Street.

LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED

The DISTRICT COURT OF THE UNITED AND ALL PRINCIPLES OF PERBAYARMA.

At Philosophia, June 24, 1823.

The undersigned nearby gives notice of his appointment as assignes of samuel R. Adams of Philosophia, in the county of Philadelphia and State of Peningit and within said charted, who has been adjugged a bankrupt upon his own petition by the District Court of said district.

LEW IS WALN SMITH, Assignee,

No 422 WALNUT Street.

To the creditors of said bankrupt. 8 22 24 31 3t

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA."
ESTATE OF MARY HAMILION, Deceased, The Auditor appointed by the Court to andit settle, and seight the account of JOHA ELLIOTT Executor of last Will and Testament of MARY HAMILION, decreased, and to report distribution of the halance in the bands of the accountant, will meet the parties interested, for the purpose of his appointment, on MONDAY North Street, No. 32 S THIRD Street, in the City of Philadelphia.

**SECTION OF THE PRINCIPLE OF THE PRINCI

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. THE MIDDLE ROLTS.—Shortest and most direct line to Setblenem, Easton, Allentown, Maoch Chunz, Hanleton, white Haven, Wilkenbarre, Mahanoy City, Mount Carnel, Pittson. Scranton, Carbondale, and all the points in the Lebizh and Wyoming

Coal Region

Fassenger Depot in Philadelphia, N. W. corner of
BERES and AMERICAN Streets.

SUM MER ARRANGEMENT—ELEVEN DAILY
TRAINS—On and after MONDAY, May 20, 1868,
Passenger Trains leave the New Depot, corner of
BERES and AMERICAN streets, daily (Sundays or At 648 A. M. - Accommodation for Fort Wash-

cepted) as follows:

At 948 A. M.—Accommodation for Fort Washington

at 748 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania stallroad, connecting at Bethlehem with Lohigh Vailes and Lehigh and Susquehanna Ratiroads for Beston, Albentown, Catasanqua, Sistington, Masch Chunk Weshierly, Jeanesville, Hanstein, White Baves, Wilsestarre Kingston, Pittston, and all polats in Lehigh and Wyonning Vaileys, also in connection with Lehigh and Mahenoy Ratiroad for Mananoy City; and with Catawiesa Ratiroad for Rupert, Danville Milton and Williamspurt Arrive at Stauch Chunk at 1245 A. M.; at Wilkes carre at 3.7. M.; at Mahanoy City; and with Catawiesa Ratiroad for Rupert, Danville Willow at Milton and Williamspurt Arrive at Mahanoy City; and with Catawiesa Ratiroad for Rupert, Danville Vailey Train massing Bethiehem at 1155 A. M. for Easton, and points on New Jessey Central Ratiroad to New York.

At 845 A. M.—Accommodation for Doylestown, antopping at all intermediate Stations.

At 1976 A. M.—Accommodation for Fort Washingson, Supping at Intermediate Stations.

At 1976 P. M.—Lenigh Vailey Express for Bethiehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazieton, Mahanoy City, Centralia, Shenandash, Mt. Carmel, Pittston and Scranton, and all refers to Mahanoy and Wyoning Coal Regions.

At 315 P. M.—Accommodation for Doylestown, Stopping at all Intermediate stations.

At 235 P. M.—Accommodation for Doylestown, Stopping at all Intermediate stations.

At 315 P. M.—Accommodation for Doylestown, Stopping at all Intermediate stations.

At 315 P. M.—Lehigh and Susquenanna Express for Bethlehem, Easton, Alentown, Masch Chunk, Wilkesbarre, And Scranton, Passengers for Greenvilletase this train to Quakertown, and for Sumney-lown to North wales.

At 418 F. M.—Accommodation for Doylestown, J. At 418 F. M.—Accommodation for Doylestown, Stopping a

wille take this train to Quakertown, and for Summeytown to North wales.

At \$1\$ P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove. Hathers, and Hartaville take
stage at Abington; for New Hope at Doylestown.

At \$60 P. M.—Through accommodation for Betniehem and all stations on main line of North Pennsylvania Eslirosa, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train
for Easton. Allemown Mauch Chunk.

At \$60 P. M.—Accommodation for Lansdale, stopplug at all intermediate stations.

At \$120 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. From Betniehem at 900 and 1105 A. M., 200 and 100 P. M., and 200 P.M. Trains makes direct connec-

11'15 A. M. and 2'00 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton.

Passengers leaving Wilkesbarre at 1'45 P. M. connect at Bethiehem at 6'45 P. M., and arrive in Philadelphia at 8'30 P. M.

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

From Lansdale at 7'30 A. M.

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

P. M.

Philadelphia for Bethlehem at 920 A. M.

Philadelphia for Doylestown at 200 P. M.

Doylestown for Philadelphia at 700 A. M.

Bothlehem for Philadelphia at 700 P. M.

Bothlehem for Philadelphia at 400 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 fars.
ELLIS CLARK, Agent. ELLIS CLARK, Agent, Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 165 S. FIFTH Street.

EST CHESTER AND PHILADELPHIA W RAILHOAD.—SUMMAR ARRANGEMENT, On and after MUNDAY, April 18, 1868, Trains will On and after MONDAY, April 18, 1868, Trains will leave as follows:—
Leave Panadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7-15 A. M., 11 A.
M., 230 P. M., 475 P. M., 476 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., 10-16 A. M., 155 P. M., 4-20 P. M., 6-25 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 4-30 P. M., will stop at B. C. Junction and Media only. Fassengers 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 4-30 P. M., and trainfer at B. C. Junotop.
The Leepot in Philadelphia is reached directly by e Depot in Philadelphia is reached directly by the Chesnut and a Walout Street cars. The there is treet line run within one square. The cars of both lines connect with each train upon its

rrival.

ON SUNDAYS,

Leave Philadelphia at 8 00 A, M, and 2 00 P, M,

Leave West Chester at 7 45 A, M, and 5 00 P, M. Leave West Chester at 74; A.M., and 550 P. M.
Trains leaving Philadelphia at 7:16 A. M. and 4:50
P. M., and leaving West Chester at 7:30 A. M. and
4:50 P. M., connect at B. C. Junction with Trains on
P. & E. C. R. R., for Oxford and intermediate points.
Passengers are allowed to take Wearing Apparei
only, as Baggage, and the Company will not in any
case be responsible for an amount exceeding one
hundred dollars unless a special contract is made for
the same.

HENRY WOOD, General Sup't,
Philadelphia, April 1st, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL.

CAPE MAY VIA WEST JERSEY RAIL.

KOALL-From loot of MARKET Street (Upper Berry). Commencing MONDAY, August 18, 1888,

Trains leave as lollows for Cape May:

500 A. M., Cape May Express, due at 1225 (noon).

3:15 P. M., Cape May Passenger, due at 7:03 P. M.

4:00 P. M., Fast Express, due at 0:05 P. M.

RETURNING LEAVE CAPE ISLAND.

5:00 A. M., Morning Mail, due at 10:06 A. M.

Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:10 P. M. Excursion Tickets, 43.

Cape May Freight trains leave Camden daily at 9:00 A. M., and Cape Island at 5:00 A. M. and Cape Island at 6:45 A. M.

Commutation Tickets can be procured at No. 228 Chesnut Street (under the Cratinental Hotel), where olders can also be left for Baggage, which will be castled for and checked at residences by the Union Transfer Company Transfer Company
WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, & lilville, Vinesand, and in-termed a e stations, st 800 A. M. and 3 30 P. M. For Cape May, 900 A. M. and 3 15 P. M. Woodbury Accommodation train at 500 P. M. Bridgeton and Salem Freight Train leaves Camden daily, at 12 (boon.) Commutation Checks between Philadelphia and all william J. SEWELL, Superintendent.

THILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGE DENT. On and after MONDAY, April 13, 1895, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
At715 A. M. and 4:50 P. M., and leave Rising Sun at 2:25 P. M.
A Market Train, with Passenger Cars attached, will rungon TUESDAYS and PRIDAYS, leaving the Rising Sun at 17:05 A. M.; Oxford, 11:45 A. M.; and kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.
On WEDDRESDAYS and SATURDAYS Train leaves Philadelphia at 2:36 P. M.; runs through to Oxford.
The train leaving Philadelphia at 7:15 A. M. connects at Oxford with daily line of stages for Peach leaves Philadelphia at 2.38 P. M.; runs through to Oxford.

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

The strain leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD, General Superintendont.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTI.
MORE, and WASHINGTON AND THE WEST ATO now run as follows, viz.:-FOR RALTIMORE, Leave daily, except Sunday, at 7:00, 7:45, and 12:30 P, M, and 2:00, and 4:30 and 8:45 P. M, FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 700 A, M., and 200 and 846 P. M. STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 815 and 700 A. M., and at 200 and 425 P. M. FOR ANNAPOLIS.

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

Leave at 7:00 A. M. and 4:30 P. M. No trains 110 or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7:45 A. M., and 4:30 and 5:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M., and 4:30 and 5:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7:45 A.

M., 4:30 and 5:45 P. M.

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

On Sunday at 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheel-log. Parkersburg, etc.

Relay Station with trains from Baltimore to Wheeling. Parkersburg, etc.
Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Teleg aph Line, No. 348 Pennsylvania avenue, between sixth and Seventh streets.

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

[1. L. WILSON, Master of Transportation, L. M. COLLE, General Ticket Agent, 2571] GEORGE S. KOONTZ, Agent, Washington.

THE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other express Companies, to all the principal towns and JOHN BINGHAM, Superintendent.

RAILROAD LINES,

READING BAILROAD,—GREAT TRUNK Pandy Ballroad,—GREAT TRUNK
LINE from Philadelphia to the interior of
Pennsylvania, the Schuyikili, Susquehanna, Comberland, and Wyoming Valleys, the North Northwest, and the Canadas, Summer Arrangement of
Passenger Trains, Monday, August 3, 1888, 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.

Returning lower Reading

The reading and all intermediate stations, and Allen lown.

Returning, leaves Reading at 6:20 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EX PRESS.—At 8:15 A. M., for Reading Lebanca, Harrisburg, Pottsville, Pine Grove, Farmaqua, Susbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Rallroad trains for Allentown, etc., and the 8:15 A. M. connects with the Lebancon Valley train for Harrisburg, etc., at Port Clinton with Catawinsa Rallroad trains for Williamsport, Lock Haven, Emira, etc., at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Sunguehama trains for Northumberland, Williamsport, York, Chanbersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 2:30 P. M. for Reading, Pottsylle, Harrisburg, etc., connecting with Reading and Commbia Rallroad vising for Columbia, etc.

POTTSTOWN A COMMODATION.—Leaves Pottalown at 6:46 A. M., stopping at Intermediate stations, arrives in Philadelphia at 2:30 A. M. Returning leaves

own at 5 45 A. M., stopping at Intermediate stations: trives to Philadelphin at 9 55 A. M. Heturning leaves Diladelphia at 4 35 P. M.; arrives to Pottatown at 6 46 P. M.
READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.
Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 55 P. M.
Traibus for Philadelphia leave Harrisburg at 8 10 A.
M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 205 P. M. and Pottsville at 2 E. P. M.; arriving at Philadelphia at 6 45 P. M.
Harrisburg accommodation south at 2 E. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Atternoon Accommodation south at 8 20 P. M., arriving in Philadelphia at 9 15 P. M.
Market train, with a Passenger car attached, leaves Philadelphia, with a Passenger car attached, leaves Philadelphia, at 12 45 100n for Puttaville and at Way Stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Sundays excepted, Sunday trains leave Pottaville at 8 5 M. A. M., and Philadelphia is 13 15 P. M.; leave Philadelphia for Reading at 8 56 A. M., returning from Reading at 4 25 P. M. READING ACCOMMODATION-Leaves Reading

P. M. CHESTER VALLEY RAILROAD.-Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:35 and 4:30 P. M. trains from Philadelphia, reutroing from Downingtown at 6:30 A. M., 12:06, and 545 P. M.

TERKIOMEN RAILBOAD.—Passengers for Collegeville take 7:50 A. M., and 430 P. M. trains from Philadelphia, returning from Collegevilles 18:7 A. M., and 149 P. M. Stage lines for various points in Per-Philadelphia, relutining from Collegevilleal SET A. M., and 149 P. M., Stage lines for various points in Perklowen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 300 and 500 P. M., passing Reading at 1 A. M., 150 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Raitroad Express Trains for Pittsburg, Chicago, Williams port, Elmira, Baitmore, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pittsburg, at 3 and 525 A. M., 935 P. M., passing Reading at 449 and 708 A. M., and 1149 P. M., arriving at New York, 1040 and 1145 A. M., and 850 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M., Mail train for Harrisburg leaves New York at 12 Noop.

SCHUYLKILL VALLEY RAHROAD.—Trains leave Pottsville at 645 il 20 A. M., and 640 P. M., Feturning from Tamaqua at 835 A. M. and 215 and 435 P. M., ScHUYLKILL AND SUSQUEHANNA RAHL-

SCHUYLKILL AND SUSQUEHANNA RAIL-POAD.—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisborg, and at 12:15 P. M. for Pine-grove and Tremont: returning from Harrisborg at 13:30 P. M., and from Tremont at 7:30 A. M., and 5:35 330 P. M., and from Tremont at 740 A. M., and 535 P. M. TICKETS.—Through first-class tickets and emi-

grant tickets to all the principal points in the North and West and Canadas.

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

The following sickets are obtainable only at the Office of S. Brauford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Superlute nebut, 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 \$52.50 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced Clergymen residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at hall fare.

Excursion Tickets from Philadelphis to principal stations, good for Saturday, Sunday, and Menday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.-Goods of all descriptions forwar FREIGHT. Group of an electricular variety to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trairs leave Philadelphia daily at 4:35 A.
M., 12:45 noon, 3:10, and 6 P. M., for Keading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond.

Mais close at the Philadelphia Post Office for all Manie close at the Palladelphia Post Office for all places on the road and its branches at 5 A, M, and for the principal stations only at 215 P. M.

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

10 10 30 P. M. 2 80 P. M. ... 100 P. M. ... 5 30 P. M. ... 8 00 P. M. ... 11 15 P. M. ... 11 15 P. M. cipusti Express..... Erie Mail. Philiacelphia Express.....

Accommodation — 1'30 P. M. Eric Mail leaves dally, except Saturday. Philacelphia Express leaves dally, All other trains daily, except Sunday.

The Western Accommodation Train runs dally, except Sunday. For this train tickets must be procured and bagsage delivered by 5 to P. M., at No. 116 Market streets. Market streets. ARRIVE AT DEPOT, VIZ.

Tarkesburg Train

by special contract. EDW ARD H. WILLIAMS, 42k General Superintendent, Altoons, Pa.

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

Leave Philadelphia 6, 7, 8, 903, 10, 11, 12 A, M., 1, 2, 25, 35, 4, 5, 55, 604, 7, 8, 9, 10, 11 P, M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A, M., 1 2, 3, 4, 42, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Train, and 35, and 6k Up Trains will not stop on the Germantown Rranch.

Consumption of the Germantown Rranch.

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

Leave Germantown 85, A, M., 1, 6, 95, P, M.

CHESTNUT HILL BAILROAD.

Leave Philadelphia 3, 8, 10, 12, A, M., 2, 35, 5%, 7, 9 and 11 P, M.

Leave Chestnut Hill 7-16, 8, 946, and 11-10 A, M., 140 340, 540, 840, 840 and 10-40 P, M.

Leave Philadelphia 5, A, M., 2 and 7 P, M.

Leave Philadelphia 5, A, M., 2 and 7 P, M.

Leave Philadelphia 5, 7, 9, 8, and 11-65 A, M., 15, 3, 45, 55, 68, 845 and 112 P, M., 20 and 120 A, M., 1240, 540 and 9-25 P, M.

Leave Philadelphia 6, 75, 9, and 11-65 A, M., 15, 3, 45, 55, 68, 845 and 112 P, M., 20 and 7-15 P, M.

Leave Philadelphia 6, 75, 9, and 11-65 A, M., 15, 3, 45, 55, 68, 845 and 115 P, M., 20 and 7-15 P, M.

Leave Philadelphia 6, 77, 9, 8, and 11 A, M., 15, 8, 45, 55, 68, at 3, and 115 P, M., 20 and 7-15 P, M.

Leave Monnyunk 6-10, 78, 8-20, 9%, and 115 A, M., 2, 35, 56, 68, and 9 P, M.

Leave Philadelphia 9 A, M., 25 and 75 P, M.

Leave Mannyunk 6-10, 78, 8-20, 9%, and 115 A, M., 2, 35, 56, 68, and 9 P, M.

Leave Philadelphia 9 A, M., 25 and 75 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Philadelphia 9 A, M., 25 and 75 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

Leave Mannyunk 75, A, M., 6 and 9 P, M.

GET THE BEST-THE HOLY BIBLE-HARD in beautiful styles of Turkey Morocco and autique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher,

WO. ME CHESKUT Breef below Foorth

RAILROAD LINES.

1868.-FOR NEW YORK.-THE CAMDEN AND THE AND AND THE AND A1530 A. M., via Camden and Amboy Accommo-At 8 A. M., via Camden and Jersey City Ex-At S.P. M., for Amboy and intermediate stations.
At S.P. M., for Amboy and intermediate stations.
At S.P. M., so and S.A. M., 2 and 3 D.P. M., for Freehold.
At S and 10 A. M., 2, 3 B and 4 B P. M. for Trenton.
At S 30, 8, and 10 A. M., 1, 2, 3 328, 420, 6, and 11 30
P. M. for Bordentown, Burlington, Beverly, and

Definite.

At 3:20 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.

At 3:20 and 10 A. M., 1, 3, 4:20, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyrs. 2 P. M. for Riverton and 3:30 P. M. for Palmyrs.

At 3:20 and 10 A. M., 1, 8, 4:30, 6, and 11:30 P. M. for Flat House.

The 1 and 11:30 P. M. Lines leave from Market Street Forty (upper side). The 1 and 1730 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kenwington and Jersey City, New York Express Line Fare \$5.
At 7 and 11 A. M., 220, 330, and 5 P. M. for Trenton and Bristol. And at 1018 A. M. for Bristol.

At 7 and 11 A. M., 220, and 5 P. M. for Morrisville and Tollytown.

and Bristol. And at 10:15 A. M. for Bristol.
A: 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tollytown.
At 7 and 10:15 A. M., 230, and 5 P. M. for Schenges and Eddington.
At 7 and 10:15 A. M., 230, 4, 5, and 5 P. M. for Cornwells. Torrisdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROW WEST PHILADELPHIA DEPOT,
At 9:30 A. M., 1:30, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3.55.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9:16 A. M., and 6:20 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, Tallytown, Schenek's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Franklord.

on Third or Willis streets, at the untstreet, 36 minutes before decarure. The cars on Market street Railway run direct to West Philadelph's Depot; Chesnut and Wainut within one square. On Sandaya the Market street cars will run to connect with the 9-30 A. M. and 6-30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.
At 7.09 A. M. for Niagara Fairs, Buffalo, Dunkirk,
Elmira, Ithaca, Owero. Rochester, Blaghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain etc.
At 7.00 A. M and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 3-30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethiehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILHOADS,
From Market St. Ferry (upper side.)
At 5 A. M., 1, 4, and 5 15 P. M., for Merchansville,
Moorestown Hartlerd, Massorville, Halasbort, Mount
holly, Smithville, Ewansville, Vincentown, Eirmirgham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

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

Tickets soid and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Mochester, Buffino, Niagara Fails, and suspension Bridge.

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

LINES FROM NEW YORK FOR PillLADELPHIA.

LINES FROM NEW YORK FOR PHILADELPHIA
Will leave from foot of Congliand Street St. Will leave from foot of Courtland street at 7 A. M., 1 and + P. M., and 12 night via Jercey City and Cau-cen; at 620 P. M. via Jersey City and Kensington; at 10 A. M., IZ M., and 6 P. M. via Jersey City and West Philadetubia. Philadelphia,
From Pier No. 1 North River at 5'30 A. M. Accoommodation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, A153

HILADELPHIA, WILMINGTON AND BAL TIMORE RAILROAD.

THE TABLE,
commencing MONDAY, April 16, 1888, Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:

Way-hiall Train at Sid A. M. (Sundays excepted) for Ballimore, stooping at all Regular Stations con-Way-Mail Train at \$30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisseid and Intermediate Stations.

Express Train at 13 to M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3 to P. M. (Sundays excepted) for Baltimore and Washington, stopping at Checter, Thurlow, Linwood Chaymont, Wilmington, Newport, Stanton, Newark, Elkton, Northesst, Charlestown, Perryvlite, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run, Night Express at 11 to P. M. (Delly) for Baltimore and Washington, Stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Salurdays excepted) with Delaware Railroad Line, stopping at New Castle, Mindletown, Clayton, Dover, Harrington, Seaford, Salusbory, Princess Anne, and connecting at Crisheld with Loat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1200 M. Train, Via Crisheld will take the 11 to P. M. train, Will Crisheld will take the 11 to P. M. train, Leav Philadelphia at 11 to A. M., 230, 567, 700, Leav Philadelphia at 11 to A. M., 230, 567, 700, Leav Philadelphia at 11 to A. M., 230, 567, 700, Leav Printed M. A. Charley M. Train connects.

Wilmington.
Leav: Philadelphia at 1100 A. M., 236, 566, 706, and 17-36 daily) P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and Intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:30 4:15 and 7:30 (daily) P. M. The 8:16 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall; 9:40 A. M., Express; 2:26 P. M., Express; 6:35 P. M., Express; 5:35

P. M., Express; 535 F. M., Express; 536 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Closter 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 care can be secured during the day. Persons purchasing cickets at this office can have their baggage checked at their residence by the Union Transfer Company 48 f. H. KENN SV. Superintendent. SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as tollows:— Special Excursion. Special Excursion 615 A. M. Mail 730 A. M. Freight, with passenger car attached 915 A. M. Express (through in two nones). 200 P. M. Atlantic Accommodation. 4:15 P. M. Returning, leave Atlantic Star P. M. Special Excursion5·18 P. M Freight, with passenger car. 11-40 A. M. Express (through in two hours) 7:10 A. M. Accommodation 5:30 A. M. Junction Accommodation to Arro and intermediate stations, leaves Vine street. 5:30 P. M. Returning, leaves Arco. 6:25 A. M.

Haddonfield Accommodation Train leaves Sunday Mail Train to Atlantic,

Leaves Atlantic 730 A. M. Leaves Atlantic 420 P. M. Fare to Atlantic, \$\frac{x}{c}\$. Round trip tickets, good only for the day and train on which they are issued, \$\frac{x}{c}\$. The Philadelphia Local Express Company, No. 625 CHESNUT Street, will carl for baggage in any part of the city and suburbs, and check to notel or cottage at Atlantic City.

Additional ticket offices have beau located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent,

DEILADELPHIA AND ERIE BAILROAD. SUMMER TIME TABLE, BYMMER TIME TABLE,
Through and direct route between Philadelphia,
Estimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania,
ELEGANT SLEEPING CARS on all Nigat Trains.
On and after MONDAY, May 11, 1888, the trains
on the Philadelphia and Eric Railroad will run as
follows:

Mail Train leaves Eric.
leaves Williamsport.
rrives at Philadelphis. ...11 00 A. M ...10 15 P. M ... 7 10 A. M ... 7 40 P. M ... 8 15 A. M gheny hiver amiroad. Baggage checked through,
ALFRED L. TYLER,
B1 General Superintendens

AUCTION SALES.

LIPPINCOTT, SON & CO., AUCTIONEERS VERY LATGE AND IMPORTANT SALE OF 1999
17-TS AMERICAN and IMPORTED DRY GOODS,
5-cench and German Coths, Cassimeres, Joakings,
L.C. Handke chiefs, Linen Goods, Lawn Handkermings, etc., stc.
We will self.

We will sell.

On Wadnesday Morning.

September 2, 1868, at 10 - clock, by catalogue, on four months' credit, at our sale from No. 24) Market street, the following desirable twods for the present sales; included will be found, v.z.

LINEN CAMBRIC HANDE EnvirIEFS.

500 dozen 2-8 hemstl curd L. U. Handkerchiafs.
1000 doz 5-8 hemstlched L. C. Hdks.

a full line, all qualities.

do.

do.

200 dozen 5-8 mourning do.
200 dozen 5-8 mourning do.
200 5-8 do. do.
200 5-8 do. do.
200 5-8 hemmed do.
200 5-4 do. do.
200 5-8 hemmed do.
200 5-8 dozen 5-8 mourning do.
200 dozen 5-

bebs-shemmed do. do. do. do.

100 n-4 do. do. do. do. do.

100 n-4 printed bords T co. do. do.

EMBROIDERED LAWN LDKFS.

Also, a full line of hematliched plain and hemmed lawn bands crchiefs; fine plain and colored button edge banckerchiefs; fine embroidered do.; fine lace trimmed hids.

A so, an involce of linen napkins, towels, towelings, shirt froats, suspenders, spiritings, linens, Union lineus, ladles' and gents' turnisming goods, etc.

200 DOZEN KID GLOVES.

Also, on Wedeesday, an entire involce of superfor quality Paris Kid Gloves, just landed, comorting a most desirable assortment of sizes and of the choicest colors, imported especially for first-class retail sales.

choicest colors, imported especially for first-class retail sales.

CLOTHS AND CLOAKINGS.

100 pieces French and German Cloths, comprising fine to medium black and colored beavers, fine to medium dabils cloths super C. W. all wool cloths, superfine black doeskins, fine to apperfine tricors and chinchilles, super lancy cassimeres, super all wool cloakings and wool plaids, superfine findian cloths, and etc.

Glossings and Corsets—Full and complete assort-ment of indies and misses hoop skirts and balmo-rall. French and American corsess, plain and emb'd. Trimmings and Notions—505 lots Paris trimmings, buttons, notions, etc. 83124

On Wedne day Morning, Sept. 9, 1868, by order of Messrs, B. Diament & Co., Sept. 9, 1868, by order of Messis. B. Diament & Co., of New York,
The Largest and Richest Assortment of entirely new TRIM MINGS. BUTTONS. NOTIONS,
PARIS FANCY GOODS, ETC.,
Ever offered at auction in this city. [8:18 st.]
The goods are now landing from steamer, and full particulars will be given in future advertisement.

BUNTING, DURBOROW & CO., AUCTION

D EERS, Nos. 262 and 234 MARKET Street, cor ner of Bank street. Successors to John B. Myers & Co LARGE PEREMPTORY SALE OF 1500 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC. On Tuesday Morning.

September I, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH GERMAN.
AND DOMESTIC DRY GOODS,
On Thursday morning,
Sept. 3, at 10 o'clock, on four months' credit. [8 28 54 LARGE FOSITIVE SALE OF CARPETINGS, 250
PIECES FLOOR OIL CLOTH, ETC.
On Friday Morning.
September 4, at 11 o'clock, on four months' credit, about 2-0 pieces of ingrain, Venitian, 11.t, hemp, coilage, and rag carpetings; 250 pieces oil claibs, etc.

C. D. MCCLEES & CO. AUCTICNEERS

SALE OF 1500 CASES GOOTS, SHOES, BRQ-GANS, BALMORALS, ETC.
On Thursday morning.
September 3, at 10 o'clock, we will sell by Catalogue, for cash, a large asortment of Buots, Shoes, Brogans, Balmora a cir. for cash, a large asortment of Book, Balmora s, etc. Also, Woment', Misses', and Children's cl'y made

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons) No. 529 CH ESNUT St., rear entrance from Minor. NOTICE.-Our Regular Weekly Sales of Household Fermiure. e.c., at the Auction Rooms, will be hed on WEDNESDAY, instead of Monday, as heretofore.

Sale No. 2020 Wallace street.

HANDSOME WALNUT FURNITURE, ROSE-WOOD PIANO, MANTLE MIRROR, FIRE-PROOF SAFE, HANDSOME VELVET CAR-PETS, ETC.

Sept. 1, at 10 o'clock, at No. 1020 wallace street, by catalogue, the entire Furniture, comprising rosewood and brucale le parlor sult; superior walbut chamber furbilure; oak diming-room furniture; resewood planoforte; French plate in-sule mirror; fire-proof chest, by Evans & Waltane, handsome velvet and Brussel a carpets; refrigerator; cooking usensils, etc.

May be seen early on morning of sale. [8 24 75]

May be seen early on morning of sale, [8 24 75]

Sale at No. 529 Chesnut street.

HAND-OME WA. NUT HOUSEHOLD FURNITURE, FINE FRENCH PLATE MIRRORS, SUPERIOR ROSEWOOD PIANO FORTE, HAND-SOME BOOK-CASES, FINE BRUSSELS AND OTHER CARPETS, SUPERIOR FIREPROOF SAFES, E.C.

On Wednesday Morning.

September 2d, at 10 o'clock, at the Auction Rooms, No. 529 Chesnut street, by caralogie, an excellent as ortiment of very superior Household Furn ture, suits weingt parior intenture, handsome watout chamber suits, fielshed in oil, superior rosewood plano-torte, the Frency plate pier mirror, superior fireproof sale, made by Lillie, elegant walnut bo k-cases, superior eak and walnut buffet sideboards, walnut extension tables, rel. (gerators, fine Brussels and other carpets, work bench, beds and bedding, riattresses Chica and glass ware, superior harness, revolver, fine double barrel gues, etc.

Also, a set of fine mathematical Instruments, s \$1 24

1's remptory Sale at 2212 and 2214 Filbert street. SIX VALUABLE STEAM ENGINES AND BOILERS.

BOILERS.
On Saturday Morning,
Sept. 5th, at 10 o'cicck by catalogue, at 2112 and 2214
Filbert atreet, without reserve, six valuable steam engines of the following power: 18, 16, 12, 9, 6 and 4 norse;
large purtable boilers, three stationary boilers, two
portable boilers, an oke stacks, frames, etc.
May be seen at any time.

825 46

M. THOMAS & SONS, NOS. 139 AND 14 THOMAS EIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom 85.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND ENGINE BOILER WORKS.—NEAFIE & LEVY, BRACK TICAL AND THEORETICAL ENGINEERS, MACHINISTE. BOILER-MAKERS, BLACK 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 Tauks, Properiers, etc., etc., respectfully offer their services to 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 iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and allother work connected with the above business.

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

The subscribers have ample wharf-dock room for teed.

The subscribers have ample wharf-dock room for repairs of boats, where they can ite 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.

BEACH and PALMER Streets.

7. VAUGHN MERSICK, WILLIAM H. MERRICK
JOHN R. COPE.

SOUTHWARK FOUNDRY, FIFTH AND
WASHINGTON SITECTS.

PHILADELPHIA.
MERRICK & SONS.

BENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.

Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either from or brans.
Iron Frame Roots for Gas Work, Workshops, and
Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most
improved construction.

improved construction.

Every description of Plantation Machinery, also sugar, Saw, and Grist Mills. Vacuum Paus, Oil Steam Trains, Defecators, Filters, Pumping, En. gines, etc.
Sole Agents for N. Billenx's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machines.
6 309

COAL.

B. MIDDLETON & CO., DEALERS IN COAL. Kept dryunder cover. Prepared expressly for family use. Yard, No. 1228 WASHINGTON Avenue. Office No. 514 WALNUT Street.

ZURE N CONCENTRATED INDIGO, For the Laurdry, Free from Oxalic Acid, See Chemist's Certificate

For sale by all respectable Grocers and Druggisus, OHN CRUMP. CARPENTER AND BUILDER,

A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [727 mwfam

SHOPS: NO. 213 LODGE STREET, AM NO. 1788 CHENNUT STREET,

PHILADELPHIA