Music and Singing.

In the great transformations Christianity must undergo in tals new world, music and slaging are clearly again to take a great place. The Church of Rome, with her marvellous sugarity, sees this, and is bending herself to the task, as she always does, of winning the people is whatever way she perceives they can be won. would not for that reason neglect the same great agency, but would give the brightest and oest and truest faith, as I believe ours to be, on the earth, at least an equal advantage, in this respect, with any other. And yet this should not be the great resson; that is that which lies in the inbora beauty and goodness of music and singing to the human soul-its adaptation to the needs of men-to lighten human burdens and so ten human hearts-to make us all more strong

and high and true and good.

It was noticed that when the hapless Marie Antoinette stood before the judges to receive her sentence of death, as her hands rested on the wooden bar before her, her fugers wandered as if they were touching the chords of an organ. I think it must have been that in her extremity, when heart and liesh tailed, she found retuge in some great melody that, heard by no soul save her own-poor lady!—lifted her up above her enemies, and helped her to keep that brave look at which they could not but wonder; and so, through music, God was the strength of her heart. So may souls still find succer, in their dire need, in the trial of and for their life. I can think of no soul quite forlors and helpless that can call up and feel the power of a great psalm in its trouble. God answers as surely true anging as true prayer: and I believe that, half the time, if we would sing when we pray, instead of praying, our burden would not lie nearly so heavy upon us, or the world be so dark

about us.

And so, friends, in our churches we should do two things. Every soul of us, and every soul that will come to us, should take a far deeper interest in congregational singing than we have done-sing all the hymns in our service in as fine accord as we sang that last hymn last now. Oh, how grandly you did sing that last hymn!
And then do our best to procure for every church an organ that will mightily aid our singing. That will fill, first, our hearts, and then our churches, and gradually our whole nation with melody; will be of themselves a means of grace; will sound across the disports of our "rough and ready" life with the purest and noblest creations of great musical souls. I long to see this done, as one of the surest ways of filling great churches with great congre and then pouring over them the pure blessings of heaven. For music to me is like gold in the mine; and a poor and rude organ is like the first poor and rude contrivance of the miners to take the gold out of the sand and mica. They get something, but then they lose a great too; and so in a poor organ you lose a great deal of the finest music; but the perfect instrument is like the quicksilver, that will send its subtle and delicate feelers after every grain and atom of gold, and give to the seeker the full treasure. We want perfect organs for these two great uses. To quicken and inspire a whole congregation to sing with its whole heart every time and then to open out the treasures hidden for us in the mines of the "Messiah," and "Crean," and all other works of the masters, and the simple ballad tunes of the people for a thou-

sand years. My sermon to day was a word first to my own people for such an organ in our new church in Chicago; but I wanted to say it again in this city, where you have done so well in this respect, especially in procuring by far the best and noblest organ on the Coutment for your Music Hall-a prophecy, I trust (as so many good things are that you do here) of a movement that shall fill the whole land with melody. One other step now, I think, Boston must take; because Boston does so well in all she undertakes - and undertakes nothing she cannot do well—and succeeds in everything when she only tries to do it—that she must make, if she can, the music of her great organ as free to the people as the water they drink at the free fountains; no half-dollar nor halfto hear it, any more than to read the books in the free library. Don't let it be an aristociat of an organ—a 'bloated aristocrat," off in a corner. Free music you must have, as you have tree reading, and music that all can own melodies; may more than that-let them come in and fill Music Hull at least once a week, and sing our sweet old ballads and strong battle sougs, as well as our noblest psalms and hymns, all together; and that would set the tune to the whole continent lift the burden for a while from thousands of heavy-laden souls, keep hundreds away from evil places, and give a new breadth and deepness to those cla exhortations to "make melo ty in the heart unto the Lord," and "rejoice at the sound of the organ."-Robert Conyer.

A Character at the Wiesbaden Gaming Tables.

A letter from Wiesbaden, published in the

London Telegroph, tells this story:-"Among our notabilities of the eccentric sort not the least singular in her behavior is the Countess C-o, an aged patrician of immense fortune, who is as constant to Wiesbaden as old Madame de K-f is to Homburg on the Heights. Like the last named lady, she is daily wheeled to her place in the Black and Red Temple, and plays away for eight or nine hours with wonderful spirit and perseverance, She has with her a suite of eight domestics; and when she wins (which is not often), on returning to her hotel at night, she presents each member of her retinue withpence! 'not,' as she naively avows, 'from a feeling of generosity, but to propitiate Fortune.' When she loses, none of them, save the man who wheels her home, get anything but hard words from her; and he, happy tellow, receives a dontion of six kreutzers. She does not curse the croupiers loudly for her bad luck, like her con-

temporary, the once lovely Russian Ambassa dress; but, being very far advanced in years, and of a tender disposition, sheds tears over her misfortunes, resting her chin on the edge of the table. An edifying sight is this veherable dame. bearing an exalted title, as she mops and mows over her varying luck, missing her stake twice out of three times, when she fain would push it with her rake into some particular section of the table! She is very intimate with one or two antediluvian diplomatists and warriors, who are here striving to bolster the mselves up for another year with the waters, and may be heard crowing out lamentations over her fatal passion for play, interspersed with bits of moss-grown disinterred from the social rains of au age lorg past. Rado'.zky, Wratislaw (le beau sabreur), the two Schwarzenbergs (he of Leipsic, and the former Prime Minister), Paul Ester-bazy, Wrangel and Blucher were triends of her Judging from her appearance, ons would not be surprised to hear that she had received a 'poulet' from Baron Trenck, or played whist with Maria Theresa. She has owlly human friendships or affections, and exists only chink of the gold as it jugles on the

her rightly." Animal Intelligence.

gaming table. I cannot help fancying that her last words will be, 'Rien ne va pius!' She is a

great and convincing moral if one but interpret

The following observations, which we copy, says "Once a Week," verbolim from an "Old Curiosity Shop," have reference to animals, and exhibit their at least apparent knowledge of the sciences; also their professions, occupations, and enjoyments: Bees are geometricians; their cells are so constructed as, with the least quantity of material, to have the largest sized spaces and the less; possible loss of interstices. So, also, is the ant-bon; his furnel-shaped trap is exactly correct in its conformation, as it it had been made by the most skillful artist of our species, with the aid of the best instruments, The mole is a meterologist. The bird called the nine killer is an arithmetician; so, also, is the crow, the wild turkey, and some other birds. The torpedo, the ray and the electric cel are electricians. The nautilus is a payigator; he ruses and lowers his sail, casts and weighs his anchor, and performs other nautical evolutions. Whole tribes of birds are musicians. The beaver is an architect, builder, and woodcutter; he cuts down trees, and crec's howses and dams. The marmot is a civil engineer; be not only builds houses, but contracts aqueducts, and drains to keep themdry. The white auts malniam a regular ning

of soldiers. The East India ants are horticulturalise; they make mushrooms upon which they feed their young. Waspa are paper manufacturers. Calerpillars are silk spinners. The bird ploccus textor is a weaver; he weaves a web to make his nest. The primia is a tailor: sews the leave together to make his nest The squirrel is a ferryman; with a chip or piece of back for a boat, and his tall for a sail, he crosses a stream. Dogs, wolves, jackals, and many others are hunters. The black bear and heron are fishermen. The ants have regular day laborers. The monkey is a rope-dancer. The association of beavers presents us with a model of republicanism. The bees live under monarchy. The Indian antelopes furnish an example of partriarchal government. Elephants exhibit an aristocracy of elders. Wild horses are said to select their leader. Sheep, in a wild state, are under the control of a military chief

Fish Cuiture in New Hampshire.

A gentleman who has recently paid a visit to the "lish works" of Meredith, near Lake Winni-

pisseogee, writes to the Boston Herad:

The works are located in a fine, naturally shaded dell, say from twenty to thirty feet deep fifty rods in length, and from a dozen feet to two or three rods in width. Through this there originally ran a small brook, proceeding from living springs of crystal water cozing out of a rocky hill at the upper extremity. The water is clear and cold, not varying three degrees in temperature either in summer or winter. The works consist of a hatching-house near the upper end, raceways with gravelled bottoms below, and two substantial dams, well timbered, forming a couple of small pends, with brooks between, alive with several thousand tront. There was originally but a single dam. This was unfortunately carried away by a heavy shower early in June, and a large number of trout made their exit into the brook and lake below. New dams have since been erecte sufficient strength to guard against future

The hatching house is furnished with all the necessary tanks, troughs, and raceways, with gravelied bottoms, for spawning and propa-gating the young fish. In one of these there are several thousand land-locked salmon, hatched out last February, brought from New Bruns-wick. They are now about an inch in length, very lively and doing finely-probably the largest collection in New England. In one of the tanks there are several yearlings, brough also from New Brunswick, three to four inches long. Mr. Robinson told us that they increase in vigor and activity with their growth. He originally had twenty-five, but most of them have managed to jump over at the outlet of the tank and made their escape into the ponds below, and are probably in Lake Winntpisseogee. He thinks that a special pond will have to be constructed for the large number of small fry he has on hand. Mr. Robinson seems to be well posted in every branch of the propagating business, which he explained to us in detail. trout in the pond were ted with beef and beef liver. They took the balt cagerly—some of the arger ones jumping nearly out of water. Last fall several minnows from the lake below were put into the pond for food, nearly all of which were fed out during the winter.

An ingenious arrangement for feeding was a

large piece of stale beef suspended over the pond to breed maggots. These drop into the water as they increase or are blown off, and are eagerly seized by the trout. The fish are found to thrive best on these, flies, worms, etc.: and for that reason as little as possible has been done in the way of cutting out the trees, roots, and removing the decayed vegetation on the banks and in the bed of a pond and adjacent brook. At the lower dam there is a hydraulic ram, used to force water into the new cemetery, on the level plateau of land a few rods above

The Drama in London-New Theatres.

Thirty years ago, says the London Telegraph i property had reached its lowest point of depreciation. A stern theological reaction-Evangelical on one side and Pu-cytical on the other-and the distractions of the contest over the first Reform bill, were unfavorable to theatrical business. There were spasms of expensive speculation, followed by dreary intervals of lness, but as a rule managers were rain the public was indifferent, and the standard of acting was low.

The English Opera House had tried English opera and failed. The mountebanks and the animal drama were the race. Even Mr. Braham wrecked a magnificant fortune in his theatrical speculations. The Queen's Theatre became the home of the moundest enterprises," and the East End theatres dragged out a miserable ex-

Now, however, the two expensive Italian opera enterprises may lose money, but the rival managers continue to ruise salaries and increase expenses yearly. The Haymarket and the Adelphi are both prosperous. At the Lycsum Mr. Falconer is reported to have made £20,000 by a single piece.

The Ieegraph says:—"Of the Princess' what

need is there to say more than that Mr. Bonci-cault is constantly making Mr. George Vining's fortune and his ow's! The oace hopeless little Strand has occome a fashionable place of enter tainment. The east despised 'Miss Kelly's,' now the New Royal's, has, under the general-ship of Miss Oliver, taken the favor of theatrical patrons by storm. The Olympic is still popu-larly frequenced. The St. James is thronged by aristocratic amateurs of a remarkable genre of entertainment. The dobbins have, it entertainment. The dobbins have, it is true, deserted Astley's, but is not a tragedy by Mr. Disraeli in course of performance there! The former 'Dustbole' of Tottenham Cross road is now the delightful Prince of Wales" where Mi's Marie Wilton continues to present the public with dramas of modern life, so admirably written, and acted with such polish and refine ment, that a stranger might imagine that the lords and ladies among the audience had walked bodily from the stalls and the boxes on to the stage to let the groundlings and the gallery know what Caste and Play were like. In addi-tion to this resuscitation of the old theatres—in addition to a new and highly improved Surrey. and to the large, and popular, and vigorously managed houses of the East End-we have, or we are promised, half a dozen new theatres in London. St. Martin's Hall has become The Queen's; an inn yard and a factory in Holborn have been merged into a theatre and an amphi theatre; Old Lyon's Inn is to be turned into the Globe, and the Strand Music Hall will be, next Christmas, the Gaiety Theatre."

The Infernos of Germany.

An Feglish old lady, at five sessions, has just won 100,000 floring at gaming, in Baden-Baden. says the journals, and a young lady correspondent writes us of the unnatural and almost un-earthly spectacle of those surrounding the gaming tables, as they kept on playing. A pic-ture of one of these attractive hells, where more consciences have been drowned than the famous waters outside ever cured, is before us. Here is a bedizened countess, with glassy eyes, and nervous, bony fingers—and excited over the game, she is betting heavily and losing. A liveried servant holds the smelling salts to her nose. With her great estates, she cares not for gold; and with her age, the pleasure of society and her beauty fled, gaming is her only solace. She is a woman of eighty—and in contrast is a young Paris-dressed woman, playing largely, with a small, red leather bag at her side, from which gold is emptied on the board and replenished with a jewelled hand. She has lost her fortune in a night.

At Wiesbaden is the "Kersaal," a palace built by the gamblers at an enormous expense,

and covering more ground than the Royal Palace at Munich, or the Pitti Palace at Florence. Its saloens are hung with tapestry and rich paintings, and pendant from the chandelier are occans of rock crystal like nemonds suspended in sunlight. The are allegorical. Art is everywhere displayed-in the mosale floors and frames of the rich Venetian mirrors. The effects of light and shade are studied to steal away the senses and make men and women forget home, and plunge

into it e whirlpool of play.

Here, through long days and nights, are assembled those who have counted bags full of gold, and there is so much of it that it is haudied with long rates, which at every turn of the cards reach out over the tables to draw in the golden pieces in a slittering mass. And as fast as they disappear in the coffers of the gam-

blers, there are a hundred fools ready to replen-

By 11 A. M., the palaces which surround the Square of Wiesbaden, are thrown open, and from the parks in the rear comes the sound of music-musicians born to their art-with music that soothes and almost ravishes the senses. Fountains rising in spray a hundred feet de-scend melodiously into basins where a thousand goldish and emerald speckled trout laugh in the crystal waters. Flowers grow luxuriantly, Cool vistas of frees lead far off into the Black Forest, reaching to the Rhine and to Austria. On the rustic benches sit gaily dressed men and women, girls and boys, while others promenwomen, girs and boys, while others promen-ade the shady walks; watching the swans in the pools, the fishes, and—each other, and upon all this loveliness of beautiful nature opens the great "Kersani," the great gambling house of Wiesbaden. The origin of all this was far back in the last days of Nassau, when some one discovered warm mineral springs at Wiesbaden, Homburg, and Baden-Baden. The water attracted crowds from all over Europe. Deriving large revenues from gaming, the Prince Nassau encouraged gambling in his territory, and under the patronage of the sovereign the gaming tables of Hamburg have demoralized and ruined many of the weal hiest princes and nobles of Europe. This was before Bismark, and it so happens, for the interests of civilization, that the Prussian King, as well as the famous Count, do not like gaming at all. An order is therefore promulgated, that, after the present season, it shall close altogether. Those who do not see these ilons this year will not see them at all; and we thank God that the sight of so much attractive sin and misery will be blotted out, and, it is hoped, for ever and ever.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—
direct line to Rethlebem, Easton, Allentown, Mauch
chung, Hasleton, White Haven, Wilkesbarrs, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbon
Gale, and Market Market, Pittston, Scranton, Carbon Coale, and all the points in the Lehigh and Wyoming

Case, and an the points in the Length and Corner of Coat Region.

Fassenger Depot in Philadelphia, N. W. Corner of BERES and AMERICAN streets.

SUMMER 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 expected) as follows:

At 646 A. M -Accommodation for Fort Wash-At 645 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Salirosa, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehama Radiroads for Easton, Alfebrown, Catasangoa. Slatington. Masach Chunk Weatherly, Jennesville. Hazaten. White Haven, Wilke Baven, Editorous, Pileton, and all points in Lehigh and Mahanoy Radiroad for Mahanoy City, and with Catasangoa. Slatingato in connection with Lehigh and Mahanoy Radiroad for Mahanoy City and with Catasangar by this train can take the Lehigh valley Train, reasing Bethlehem at 1155 A. M. for Easton, and polity on New Jersey Central Radiroad to New York.

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove Hathoro' and Hartsville, by this train take Siage at Old York Road.

At 1670 A. M.—Accommodation for Fort Washington, anopping at hitermediate Stations, Passengers for Willow Grove, Hathoro' and Hartsville, by this train take Siage at Old York Road.

At 1670 A. M.—Accommodation for Fort Washington, anopping at hitermediate Stations.

At 1670 A. M.—Accommodation for Port Washington, anopping at hitermediate Stations.

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

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

At 237 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

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

At 237 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 238 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

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

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

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

At 236 P. M.—Accommodation for Lansdale, stopping at all intermediate stati ington. At 745 A. M.-Morning Express for Bethlehem and

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 900 and 1105 A. M., 200 and 130 P. M. 11'05 A. M. and 2'00 P.M. Trains makes direct connec-11'65 A. M. and 2'60 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Sosquehanna trains from Easton, Scranton, Wilkesbarre, Manony City, and Hazleton.

Passengers leaving Wilkesbarre at 1'45 P. M. connect at Bethlehem at 6'65 P. M., and arrive in Philadelphia at 3'30 P. M.

From Loyleshewn at 5'25 A. M., 5'60 and 7'60 P. M.

From Landale at 7'50 A. M., 5'60 and 7'60 P. M.

From Eort Washington at 9'80, 10'45 A. M. and '1
P. M.

Profit sort washington at reach to a. M. and 1.
P.M.

Philadelphia for Bethlehem at reach A. M.
Philadelphia for Doylestown at 200 P. M.
Loylestown for Philadelphia at 700 A. M.
Bethlehem for Philadelphia at 700 A. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depet.
White Cars of Second and Third Streets Line and Onion Line run within a short distance of the lepot.

Tickets must be procured at the Ticket office, in order to secure the towest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Bargage checked through to prin
cipal points, at Mann's North Pennsylvania Bargage
Express Office, No. 108 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA

RAJLROAD.-SUMMER ARRANGEMENT,

On and after MONDAY, April 18, 1868, Trains will Leave as follows:
Leave as follows:
Leave as follows:
Leave Paradelphia from the Depot, THIRTY.
FIRST and CHESNUT Streets, 7:15 A. M., 11 A,
M., 2:30 P. M., 4:16 P. M., 4'50 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depos
on east Market street, at 6'15 A, M., 7'15 A, M., 7'20
A. M., 10:45 A. M., 150 P. M., 4'50 P. M., 6'55 P. M.
On and after Monday, June 18, an additional Train On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 530 P. M. West Chester at 730 A. M., and leaving Philadelphia at 450 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 as 7-15 A. M., and going West will take train leaving Philadelphia at 450 P. M., and transfer at B. C. June-boot.

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

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

ON SUNDAYS,
Leave Philadeiphia at 800 A. M., and 200 P. M.,
Leave West Chester at 745 A. M., and 500 P. M.,
Trains leaving Philadeiphia at 715 A. M. and 450 P. M., and teaving West Chester at 750 A. M. and 450 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 Appared only, as Baggage and the Company will not in any case be repossible for an amount exceeding one hundred dollars unless a Special Contract is made for the same.

HENRY WOOD, General Sup't.

Philadeiphia, April 1st, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL.

HOLL CAPE MAY VIA WEST JERSEY RAILLOAD.—From foot of MARKET Street (Upper
Ferry). Commencing MONDAY, August 21, 1828.
Trains leave as follows for Cape May:
goo A. M., Cape May Express, due at 1228 (noon),
2-15 P. M., Cape May Express, due at 1228 (noon),
3-15 P. M., Cape May Express, due at 1228 (noon),
5-16 P. M., Cape May Express, due at 1228 (noon),
5-16 P. M., Cape May Express, due at 5-22 P. M.
Sunday Ball and Passenger train leaves Philadelbils at 1-15 A. M. Returning leaves Cape Island at
5-16 P. M. Excursion Tickets, 83.
Cape May Freight trains leaves Canden daily at
9-20 A. M., and Cape Island at 5-15 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:
Annual Tickets, \$100; Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 825
Chesnut street (under the Continental Hotel), where
orders can also be left for Baggase, which will be
called for and checked at residences by the Union
Transfer Cumpany
WEST JERSEY RAILEOAD LINES.
For Bridgeton, salem, Millylite, Vineland, and intermed are stations, at 800 A. M. and 3 30 P. M.

For Bridgeton, Balem, Etilville, Vineiand, and in-termed are stations, at 800 A. M. and 350 P. M. For Cape May, 200 A. M. and 315 P. M.; Worduny Accommodation train at 800 P. M. Bridgeton and Salem Freight Train leaves Camden daily, at 12 (550m.) (ammutation Checks between Philadelphia and all

strtions at reduced rates, WILLIAM J. SEWELL. Superintendent.

WILLIAM J. SEWELL. Superintendent.

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Cooncoling Railroads, from Wainut street wharf,
INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freebold 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 Ballroads, forwarded at 25 P. M.

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

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

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

WALTER FREEMAN, Agent,
No. 226 S. Delsware Avenue,
Philadelobia.

FAST FREIGHT LINE, VIA NORTH
PENNSYLVANIA RAILROAD, to Wilkes-barre, Mahanoy Chy, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its brunches.

By new arrangements, perfected this day, this road

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, Refore 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before H.A.M. of the succeeding day.

[7 21] ELLIS CLARK, Agent.

RAILROAD LINES.

RUADING BAILROAD.-GREAT TRUNK PHADING RAILROAD,—GREAT TRUNK
LINE from Philadelphia to the interior of
Pennsylvania, the Schuylkili, Susquehasuna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Sommer Arrangement of
Passenger Trains, Mozday, August 3, 1868, leaving the
Company's Depot, Thirteenth and Callowhill streets
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 720 A. M.
for Reading and all intermediate stations, and Alica
lown.

lown. Returning, leaves Reading at \$50 P. M., arriving Returning, leaves Reading at 6:50 P. M., arriving in Philadelphia at 9:50 P. M.

MORNING EXPRISS.—At 5:16 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famagina, Sunbury, Williamsport, Eliaira, Rochester, Niegara Falla, Buffalo, Willesburre, Pritaton, York, Carliele, Chambersburg, Hagerslown, etc.

The 7:50 train connects at Reading with the East Pennsylvania Rallroad trains for Allentown, etc., and the 8:16 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawings Rallroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Contral, Cumberland Valley, and Schuyiklii and Sunguehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRISS.—Leaves Philadelphia at 3:20 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Heading and Commits Railroad Iralia for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottatown at 5:45 A. M., stopping at Intermediste stations: arrives in Philadelphia at 4:30 P. M.; arrives in Pottatown at 6:40 P. M.

READING ACCOMMODATION—Leaves Reading

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 by Evaluation at 200 P. M.

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 3-05 P. M.
Trains for Philadelphia leave Harrisburg at 3-15 A. M., and Pottaville at 8-45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave marchburg at 2-55 P. M.; arriving at Philadelphia at 6-45 P. M.; arriving at Philadelphia at 6-45 P. M.; arriving at Philadelphia at 6-45 P. M.; arriving at Reading with Alternoon Accommodation south at Reading with a Parsenger car attached, leaves Philadelphia at 12-35 noon for Portaville and all Way Stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains foundally, Sundays excepted, Sunday trains leave Pottaville at 8-55 A. M., and Philadelphia at 3-15 P. M.; leave Philadelphia for Reading at 3-56 A. M., returning from Bleading at 4-25 P. M.
CHESTER VALLEY RALLROAD,—Passengers

P.M. UNESTER VALLEY RATHROAD,—Passengers for Downingtown and intermediate points take the 7-30 A.M., 1745 and 425 P.M. trains from Philadelphila, returning from Downingtown at 536 A. M., 196, and 545 P. M.

PERKIOMEN RAILROAD,—Passengers for Collegeville take 750 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 527 A. M. and 136 P. M. Etage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBUEG AND THE WEST.—Leaves New York at 8 A. M., 500 and 500 P. M., passing Reading at 1 A. M., 136 and 16 10 P. M., and connect at Harrisburg with Pennsylves—a and Northern CentralRairoad Express Trains for ettagening, Express Train leaves Harrisburg, on Arrival of Pennsylves—at 8 and 525 A. M., 935 P. M. passing Reading at 4 a and 746 A. M., and 1740 P. M., arriving at New York 1970 and 1745 A. M., and 1740 P. M., arriving at New York, 1970 and 1745 A. M., and 1740 P. M., arriving at New York, 1970 A. M., and 1740 P. M., arriving at New York, 1970 A. M., and 1740 P. M., arriving at New York at 2 and 785 A. M., 316 Stop P. M. Steeping Cars accompanying those trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 236 P. M. Mail train for Harrisburg leave New York at 12 Noon.

ECHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 645 1730 A. M., and 236 P. M., returning from Tamaqua at 835 A. M. and 215 and 435 P. M., returning from Tamaqua at 835 A. M. and 215 and 435 P. M., SCHUYLKILL AND SUSQUEHANNA RAILreturning from Downingtown at 6'30 A. M., 1'00,

SCHUYLKILL AND SUSQUEHANNA RAIL-HOAD.—Trains leave Anburn at 755 A. M. for Pinescove and Harrisburg, and at 1275 P. M. for Pinescove and Tremont; returning from Harrisburg at 336 P. M., and from Tremont at 740 A. M., and 535 P. M. TICKETS.-Through first-class tickets and emigrant blocks to all the principal points in the North and West and Canadas.

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

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

The following blokels are obtainable only at the Office of S. Bracford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Super-Intendent, Reading,

Communication Ticket at 25 per cent, discount, be-Commutation Traces at 25 per cent discount, as-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, between al points, at \$2250 each, for families and firms. Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced

rates.

Ciergymen residing on the line of the road will be formshed with cards, entiting themselves and wives to tickets at half fare.

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

FREIGHT.—Goods of all descriptions forwarded on the above points from the Company's New to all the above points from the Company's New Freight Depot, Broad and Willow atrests. Freight Trains leave Philaderphia daily at 4:35 A. M., 12:45 noon, 2:00, and 8 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond heyond.
Mails close at the Philadelphis 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 strest, or at the Depot, Thirteenth and Callowhill strests.

DENESYLVANIA CENTRAL RAILROAD.

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and bassage delivered by 5 or P. M., at No. 115

Market streets. ARRIVE AT DEPOT, VIZ :-

Leave Chestnut Hill 750 A. M. 12 M. 540 and 925
P. M. 12 CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7 %, 9, and 11 05 A. M. 124, 3, 45, 55, 68, and 11 % P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M., 124, 2, 45, 68, and 88 P. M.
Leave Norristown 7 A. M., 5 30 and 7 15 P. M.
Leave Philadelphia 9 A. M., 230 and 7 15 P. M.
Leave Philadelphia 9 A. M., 230 and 7 15 P. M.
Leave Philadelphia 6, 7; 8, 30 and 9 P. M.
Leave Philadelphia 6, 7; 9, and 11 65 A. 4, 12, 3, 45, 55, 56, 5 68, and 11 F. R.
Leave Manayunk 610, 7%, 820, 42, and 11 A. M.,
Leave Manayunk 75, A. M., 6 and 9% P. M.
Leave Manayunk 75, A. M., 6 and 9% P. M.
Leave Manayunk 75, A. M., 6 and 9% P. M.
Bepot, NINTH and GREEN Streets,

CET THE EEST-THE HOLY BIBLE-HARD
IN Ing's Editions-Family, Pulpit and Pocket Bible
in beautiful fatyles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
portraits of families.
WM. W. HARDING, Publisher,
1810, 125 CRESNUT Street bales Fourth

RAILROAD LINES.

1868. FOR NEW YORK, THE CAMDEN AND THE CAMBEY AND PHILADELPHIA AND THE CAMBEY AND At 5 % A. M., vis Camden and Amboy Accommo-At S A. M., via Camden and Jersey City Ex-

At 6 P. M., for Amboy and intermediate stations.
At 5 30 and 8 A. M., 2 and 5 30 P. M., for Freehold.
At 8 and 10 A. M., 2, 8 30 and 4 30 P. M. for Trenton.
At 5 35, 8, and 10 A. M., 1, 2, 5 30 4 20, 8, and 11 20
P. M. for Bordentown, Burlington, Heverly, and
Delanco, At 5 30 and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M.,
or Florence. for Florence.
At 5:30 and 10 A. M., 1. 3, 4:30, 6, and 11:30 P. M. for Edgewater, Hiyeraide, Riverton, and Palmyra, 2 P. M. for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for At 5:30 and 10 A. M., 1, 5, 7:30, 5, and from Market Fish House, 11:30 P. M. Lines leave from Market The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side), FROM KENSINGTON DEPOT.

FROM KENSINGTON DEPOT.

At 11 A. M., yis accompton and Jersey City, New York Express Line Fare 52.

At 7 and 11 A. M., 230, 230, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. tor Bristol.

At 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10:15 A. M., 230, and 5 P. M. for Schencks and Eddington.

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

FROM WEST PRILADELITITA DEPOT.

Vis Connecting Rashway.
At 9:30 A. M., 1:50.6 %, and 12 P. M. Now York Express Lines, via Jersey City, Fare 32:25.

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

The 9:30 A. M., and 6:30 P. M. Lines will run daily.
All others, Sundays excepted.
At 9:30 A. M., 1:30.6 %, and 12 P. M. for Frinton.
At 9:30 A. M., 6:36 and 12 P. M. for Briatol.
At 12 P. M. (Night), for Morrisville, Tollytown, Schensek's, Eddington, Cornwells, Torrisvale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the intistreet, 3e minutes before decarring. The cars on Market street Railway run direct to West Philadelph'n Depot; Cansula and Walnut within one square. On sundays the Market street cars will run to connect with the \$'30 A.M. and 6 50 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILEOAD LINES,
From Kensington Depot,
At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk,
Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracose, Great Beng, Montrose, Wikesbarre,
Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Bolvidere, Easton, Lambertville,
Flemington, etc. The 8:30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chank,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN HAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., I. 4, and 6:15 P. M., for Marchantsville,
Moorestown, Bartford, Masonwille, Hainauer, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imigystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from laging anything an baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one deliar 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, Stringbeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utca, Rome, Syracuse, Rochester, Burtato, Niagara Falls, and Suspension Bridge.

An additional Ticket Office is located at No. 825 Cheanat street, where Tickets to New York and all important points North and Fast may be procured. Persons purchaining Tickets at the Office can have their baggage checked from residence or hotel to destination by Union Transfer Eaggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Courland street at 7 A. M.,
1 and 4 P. M., and 12 night via Jersey City and Camden; at 620 P. M. via Jersey City and Eensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia, and 5 P. M. Via Jersey City and West From Pier No. 1 North River at 5:30 A. M. Accom-modation, and 2 P. M. Express, via Amboy and Canden, WILLIAM H. GATZMER,

DHILADELPHIA, WILMINGTON AND BAL.
TIMORE RAILHOAD.

Ommencing MONDAY, April 18, 1868. Trains will
leave Depot corner of BROAD Street and WASH18'-TON Avenue as follows:—
Way-Mail Train at 880 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecing with Delaward Enlight at Wilmington for
Consequed and Intermediate Stations. needing with Delaward Railroad at Wilmington for Crisseed and Jatermediate Saminas.

Express Train at 1700 M. (condays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 1700 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Wilston, Touriow, Linwood, Craymona Witadiagion, Towport, Stanton, Neward, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Maynolis, Chase's and Semmer's Run, Sight Express at 1100 P. M. (19815) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace, Connects at Wilmington (Saturdays excepted) with Delaware Raircon Line, stopping at New Castle, Middletown, Clayton, Dover Harrington, Searord, Salisbury, Princess Anne, and connecting at Castled with Best for Fortress Monroe, Norfolk, Portemouth, and the South.

Fassengers for Fortress Monroe and Norfolk via Baltimore will take the 1200 P. M. train.

Wilmington.

Stopping at all stations between Philadelpnia and Wilmington.

Wilmington.

Leav: Philadeiphia at 11°0: A. M., 2°30, 5°60, 7°00, and if '30 (daily) 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 700 and 810 A. M. (daily), 126
The and 730 (daily) P. M. The wis A. M. Train will
not stop between Chester and Philadelphia.
FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M. Way-Mail; 940 A. M.,
Express; 225 P. M., Express; 635 P. M., Express; 875
P. M., Express; Bunday Train FROM BALTIMORE,
Leaves Baltimore at 535 P. M., Stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at
North-East, Elkiton, and Newark to take pensaggers
for Philadelphia and leave pensaggers 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. 822
CHIGSNUT Street, under the continents; Hotel,
where, also, state-rooms and ograls in sleeping cars
can be seened during the day. Persons purchasing
tickets at this office can have their paggage checked
at their residence by the Union Transfer Commany
484 PEILADELPHIA AND LRIE BAILBOAD.

BUMMER TIME TABLE.

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

ELEGANT SLEEPING OA & on all Night Trains, On and atter MONDAY, May 14, 1825, the trains on the Philadelphia and Eric Ratiroad will run as follows:—

WESTWARD.

WESTWARD. Mail Train isaves Philadeiphia.

" leaves Williamsport.

" arrives at Erie.

Erie Express leaves Philadeiphia.

" arrives at Erie.

" arrives at Erie.

Elmira Mail leaves Philadeiphia.

" leaves Williamsport.

" leaves Williamsport.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD.
On and after MONDAY, September 7, trains will leave VINE Street Ferry as follows:—

| Mail | 7:30 A, M. | Freight, with passenger car attached | 9:15 A, M. | Atlantic Accommodation | 4:15 P, M. | Mail | 4:20 P, M. | Freight, with passenger car | 11:40 A, M. | Accommodation | 12:40 A, M. | Accommodation | 13:40 A, M. | Accommodat

Returning, leaves Atco..... Sunday Mall Train to Atlantic, Leaves Atlantic

Fare to Atlantic, \$2. Round trip tickets, good only or the day and train on which they are issued, \$8. 7 3 if D. H. MUNDY, Agent.

DR. KINKELIN. AFTER A RESIDENCE corner of Third and Union streets, has lately removed to Senth ELEVENTH Street, between MAR-KET and CHESNUT.

His apperiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms, terisily creaticated; mental and physical weekness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

NEAT HOUSEHOLD FURNITURE, PIANO, MIRROR, ETA, On Monday Morning, Sept. 7, at 10 o'clock, at No. 211 Carpenter street, by catalogue the neat walnut and mahogany parior, the mber, and dining room furniture, plane, inferirs, also, the kitchen furniture, etc. 9421 FALE OF REAL ESTATE AND STOURS.
September 8, at 12 o'clock, hoos, at the Exchange,
will include:
WALNUT STREET, Nos. 111 and 113-Four story

WALNUT STREET, Nos. III and H3-Fourstory
Brick Building.
FINE, No. 1520-Modern Residence.
MARKET, No. 257-Fourstory Brick Store.
MARKET, No. 257-Fourstory Brick Store.
MARKET, No. 293-Modern Dweiling.
MARKET, No. 293-And 917-Valuable Store.
BRIOWN, No. 1904-Modern R. Sidence.
LOMHARD, No. 1904-Modern R. Sidence.
FRANKFORD ROAD, Nos. 223, 227, and 2229Hotel, Store, and Dweiling.
SHACKAMAXON, Nos. 1218 and 1220-Frame
Dweilings.

SHACKAMA NON, Nos Eds and 1230 - France Dwellings,
OTSEGO, No. 1010-Gentee! Dwellings,
JUDSON, North et Hare-Brick Dwellings,
ALLEN-Two Brick Dwellings,
GRAY-Two Brick Dwellings,
BROWN-Two Brick Dwellings,
GROUND RENT-F10 a year,
MONIGOMERY COUNTY-Farm and Grapery,

STEAMBOAT, know as WM. CHAMPION. STEAMBOAT, know as W.M. CHAMPION,

1 share Point Breeze Park,
Shed No 27 Point Breeze Park,
Shed No 27 Point Breeze Park,
34 shares Union Bank of Tennessee,
12 shares Planters Bank of Tennessee,
1 share Academy Fine Arts,
1 share Academy Fine Arts,
1 share Phi aceiphia Library,
7 shares Cape May and Miliville Railroad,
200 shares Yong higheny from and Cont Co,
86 shares Minebill Railroad,
25 shares Chesnut and Walnut Streets P, R, R, Co,
100 shares Central Transportation Co,
100 shares Gentral Transportation Co,
100 shares Central Transportation Co,
100 shar

#206 Chesapeake and Delawere Canal Loan. 9 1 St.

Lippincott, Son & Co., Auctionegras
Ashurst Beliding, No 240 MARKET Street,
On Wednesday Morning,
Of New York by order of Messrs. B. Diament & Co.,

Sept. 9, 1868, by older of altesis. In Place of New York,
The Largest and Richest Assortment of entirely new
TRIMMINGS, BUTTONS, NOTIONS,
PARIS FANCY GOODS; ETC.,
Ever offered at auction in this city.
The goods are now landing from steamer, and full particulars will be given in future advertisement.

BUNTING, DURBOROW & CO., AUCTIOR EERS, Nos. 22 and 29 MARKET Street, tor nor of Bank street Successors to John B. Myers & Ct. LALGE PEREMPTORY SALE OF FRENCH AND OTHER RUROPEAN DRY GOODS, ETC, On Monday Morning. Sept. 7, at 10 o'clock, on feur months' credit, 915t

LARGE PEREMPTORY SALE OF 2000 CASES ECOTS, SHOES, STRAW GOODS, ETC., On Toesday Morning. Sept 8, at 100'clock, on four months' credit, [9 2 5t LARSES & LE OF BRITISH, FRENCH GERMAN, AND DOMESTIC DRY GOODS, On Thursday is orning, Sept. 10. at 10 o'clock, on four months' credit. 10 454

C. D. MCCLEES & CO. AUCTICNEERS SALE OF 1400 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC.
On Monday morning,
September 7, commencing at 10 O'clock, we will sell
by Catalogue, for cash, 1400 cases Men's, Boys',
and Youth's Boots, Shoes, Brogans, Balmora s, etc.
Also, Womens', Misses, and Children's wear,

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

Persupicry Sale at 2:12 and 2:14 Filbert atreet.

SIX VALUABLE STEAM ENGINES AND
BOILERS.
On Saturday Morning.
Sept. 5th, at 16 o'cicck, by catalogue, at 2:12 and 2:11
Filber: street without reserve, six valuable team engines of the to lowing power: 18, 18, 12, 9, 6 and 4 horse; large persubic boilers, three stationary boilers, two portable boilers, amoke stacks, frames, etc.
May be seen at any time 8:244

Important Sale at the Auction Rooms,
PUBLICATIONS OF THE LASTE REV. ISAAC
LERSER, DECLASSED, JEWISH BIBLES,
DAILY AND FESTIVAL PRAYER BOOKS,
SERMONS, AND CONTROVERSIAL WORKS,
ETC., IN ELEGANT BINDINGS.

On Monday American,
September 1s, at 4 o'clock, at the suction rooms by
cain cour.

cara o ve. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
OHESNUT Street; rear cotrance No. 1107 Cansom 81.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BUILDER WORKS.—NEAFIE & LEVY. PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILDER WAREERS, BLACK. SMITTHS, and FOUNDERS, having for many years been in successin operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being faily prepared to contract for engines of all sizes. Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quack despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Trobular and Cylinder Boilers, of the best Pennsylvanis charcoal from Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turbing, Screw Cutting, and all other work conducted 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 accidental and the subject of the subject bere they can lie in perfect safety. repairs of heats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JACOB C. NEAPIE, JOHN P. LEVY.

BEACH and PALMER Streets.

J. VAUGEN MEEBICK, WILLIAM H. MEEBICK SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON SITEORS.

PHILADELPHIA,

MERRICK & 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 Rooms for Gas Work, Workshops, and
Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most
improved construction. Improved construction.

Livery description of Plantation Machinery, also Sogar, Saw, and Grist Mills. Vaccum Pans, Gil Steam Trains, Defecators, Filters, Pumping, Empires, etc. gines, etc.
Sole Agents for N. Billenx's Patent Sugar Boiling
Sole Agents for N. Billenx's Patent Steam Hammer, and Apparatus, Nesmyth's Patent Steam Hamma Aspinwall & Woolsey's Patent Contribugal Draining Machines.

PROPOSALS.

DROPOSALS FOR CORN AND OATS. HEADQUARTERS DISTRICT OF THE INDIAN

TERRITORY CHIEF QUARTERMASTER'S
OFFICE, PORT GIRSON, C. N.
August 22, 1865.
Sealed Proposals in duplicate will be received at this Office until noon on MONDAY, the 6th day of October, 1868, for furnishing the Quartermister's Department with supplies, to be delivered as forlows:— FORT GIBSON, Cherokee Nation, 10,000 bushels of FORT ARBUCKLE, Chickasaw Nation, 20,090 of Case.

All bics to furnish the above must be for sound merchanicable Corn or Gase, subject to the inspection of the officer or agent of the United States receiving of the officer or agent of the United States receiving the same.

Proposals must in all cases specify the kind and quantly of Corn or Osts the bidder desires to furnish, whether in sacks or bulk.

Each bid must be accompanied by a good and sufficient gurannee from two responsible parties setting forth that in the event of its a captance, they will give ample security for the faithful performance of the same.

The right to refer any or all hids that may be offered. The right to reject any or all bids that may be offered is r served.

Proposals must be plainly indersed "Proposals for Corn," or "Proposals for Oats," as the case may be, Corn," or "Proposals for Galls," as the case may be, and addressed to the undersigned at Fort Gibson, And addressed to the discoverament finds on de-C. N.

Payment to be made in Government finds on de-livery of the Corn or Oats, or as soon thereafter as furds shall have been received for that purpose.

Delivery to commence on or before Nov. I. 18-8, and to certique at a rate of not less than 2000 bushels per month until the contract is filled.

By order of

month until the contract is lines.

By order of

Brevet Major General B. H. GRIERSON.

A. F. ROCH WELL, Brevet Lieur. Col., A. Q. M. U. S. A.

Chief Q. M. District Indian Territory. 94103

C O B N E X C H A N G B JOHN T. BAILEY & CO.,

N. E. COTHET OF MARKET and WATER Streets,
Philadelphia, DEALERS IN RAGS AND BAGGING
Of every description, for
Grain, Flour, East, Super-Phosphate of Lame, Bone
Duet, Etc.
Large and small GUNNY HAGS constantly on hand
2221 Alto, WING, SACE.
June T. Baller.