A Night on the Matterhorn.

PERILOUS EXPLOIT OF AN ENGLISH TOURIST.

An Englishman who ascended the Matterhorn early in August, gives the following account of his adventure:—

"It was very hot work at first; but as we got up the air became colder. When we reached the foot of the great rocky peak, of which the whole mountain top consists, the prospect looked rather awful—and fully explained way it was so long the belief that the mountain was inaccessible from this side. At half-past three we passed the place where the party had spent the night before the fatal ascent, and the guide showed us the name 'Douglas' scratched on the rock by the ill fated scion of the house of Queensberry. Soon afterwards the climb up the steep rocky side began; and, awful as it looked from below, when you came to try it you found that it was nothing very much out of the way. Though very steep, still the rock was of the nature of a staircase, affording numerous ledges on which to place the feet and hands. We went straight up, partly guided by the blades of straw which had been dropped by the people who made the hut and took the straw up to make the beds.

"About 6 o'clock we knew that we must be near the hut, but as yet it was invisible. Just at this time the old guide came to a standstill. He had never seen the hut, though he knew the way to it. The rock in front was too steep for him to climb; but after some time he espied a place just at our left hand, the possibility of scaling which certainly never would have occurred to me, and, scrambling up, he disappeared round the corner from our wondering eyes. Another moment, and we heard him shout that he was at the cabin. He then let down the rope and drew up first the firewood, then the stocks, then our knapsacks, then me, and then my companion. We were not up too soon, for it was past seven; and the first thing, after inspecting our quarters, was to watch the beautiful sunset, which was without a cloud, on the vast snowy scene around and beneath. Monte Rosa eminently justified its name by the warm, bright color which lit it up to the last. We could see into Italy as far as a fine group of mountains, some distance off; but the nearer mountains prevented a very extended view into the plain. The shadows, however, fell rapidly, and we set to collecting snow to melt for tea over the fire which we made just outside the door of the hut, in a snug corner of the little ledge on which it stands. We had excellent tea, and then mulled wine, with bread and butter, eggs, beef, milk, sugar, etc. The scene all around was very impressive. Above towered the fearful peak, seeming very near; at our feet descended the rocky slope we had surmounted. The face of the mountain, excepting where we had come up, is raked day and night by falling stones; and it was very grand, as darkness came on, to hear a stone begin to roll from high up near the top, and then, as it descended, dislodging others, till an avalanche of stones went rushing down with the roar of a railway train, revealing its course by striking fire against the rocks.

"At 9 o'clock, the preconcerted time, we lit a second fire on a spot visible from Zermatt; and our signal was answered by another fire at the hotel down in the valley, and by a third at the Riffel Hotel—thus making a kind of triangular beacon. Just at this moment, we observed what we thought must be a fourth fire kindled high up on the snow ridge dividing Switzerland from Italy. It grew brighter and larger, and we saw it was the moon rising. Till it got high, its face was just the color of flame. We made ourselves pretty comfortable for the night in the straw. But I can't say our sleep was very sound; and when we bestirred ourselves, between four and five, we felt rather cold and watched till the fire was lit, and some warm good tea had cheered us—to say nothing of the sun, whose first rays broke most beautifully over the rim of snow, till above our heads the peak of Matterhorn glowed with fire. At seven we started to go down, and having got over the first nasty bit by the aid of ropes, we went on to the main ridge which descends from near the top towards Zermatt, and sat down for some time to admire the splendid view. Every peak was brilliant in the morning air, while below the valleys were sometimes filled with particolored clouds, which seemed to lie asleep in their narrow beds. The guide said that he had never seen a more beautiful view. Throughout all, however, one could not shake off the recollection of the terrible accident of 1865; for there, right before us, was the sheer tremendous precipice which must have killed the hapless climbers long before they could reach the bottom. And there, on the snow, was the very spot where the bodies came to rest; and at our side was the man who had felt and withstood the fatal shock, and by his resistance to the strain had narrowly escaped with his own life.

"We were obliged to come down slowly and carefully. Though there was no place actually dangerous, still the old guide never for a moment relaxed his caution, and the rope was in as constant use coming down as it had been in going up the rocky steep. At eleven we had cleared the part of the mountain requiring caution, and once more looking back with awe at the marvellous rock, we pursued the descent to Zermatt."

The Girls of the Present.

It is terribly significant of the present state of things when men are free to write as they do of the women of their own nation. Every word of censure flung against them is two-edged, and wounds those who condemn as much as those who are condemned; for surely it need hardly be said that men hold nothing so dear as the honor of their women, and that no one living would willing lower the repute of his mother or sisters. It is only when these have placed themselves beyond the pale of masculine respect that such things are written; when they become again what they were once they will gather around them the love and homage and chivalrous devotion which were then an English woman's natural inheritance. The marvel in the present fashion of life among women, is how it holds its ground in spite of the disapprobation of men. It used to be an old time notion that the sexes were made for each other, and that it was only natural for them to please each other, and to set themselves out for that end. But the girl of the period does not please men. She pleases them as little as she elevates them, and how little she does that, the class of women she has taken as her models of itself testifies. All men whose opinion is worth having prefer the simple and genuine girl of the past, with the tender little ways and pretty bashful modesties, to this loud and rampant modernization, with her false red hair and painted skin, talking slang as glibly as a man, and by preference leading the conversation to doubtful subjects. She thinks she is piquant and exciting when she thus makes herself the bad copy of a worse original, and she will not see that, though men laugh with her, they do not respect her; though they flirt with her, they do not marry her. She will not believe that she is not the kind of thing they want, and that she is acting against nature and her own interests when she disregards their advice and offends their taste. We do not see how she makes out her account, viewing her life from any side; but all we can do is to wait patiently until the national madness has passed, and our women have come back again to the old English ideal, once the most beautiful, the most modest, the most essentially womanly in the world.—*London Quarterly Review.*

Ammonia as a Motor.

Galignani says:—"Visitors to the Great Exhibition may recollect having seen a *locomobile* engine set in motion by the application of ammonia, and which was exhibited in class 53 by M. Fort, a naval engineer. This engine attracted the emperor's attention, as well as that of the public, the saving resulting from the system being enormous. It appeared from the experiments. It appeared from the experiments made that a common fifteen-horse power steam engine, working four hours, consumed 347 kilogrammes of fuel, while the ammonia engine, working four hours and eighteen minutes, did not consume more than one hundred and seven kilogrammes. The saving was, therefore, about 60 per cent. The new apparatus has, moreover, the advantage of being easily applicable to the old boiler. The chemical theory on which M. Fort's system rests is this:—'The latent heat of the dissolution of ammonia in water is the algebraical sum of the latent heat of liquifaction of that gas, and of its heat of combination with water.'

"The new engine, however, does not employ liquified ammoniacal gas, but a solution of that gas in water, and commonly known as liquid ammonia. This solution only absorbs one hundred and twenty-six units of heat in its vaporization, while that of water absorbs six hundred and six of these units. Moreover, common liquid ammonia boils at fifty degrees centigrade, and affords a pressure of six atmospheres at one hundred and eleven degrees, while steam requires a heat of one hundred and sixty degrees in order to produce the same pressure. Nevertheless, an objection to this new system had to be removed. Ammonia will attack copper and brass with great avidity; and as many parts of a steam engine consist of brass, their speedy deterioration might be looked forward to. Fortunately, however, ammonia, the enemy of copper, is the friend of iron; that is, iron indefinitely in contact with it will be preserved from rust instead of suffering from it, and all the parts of a steam-engine now made of brass may henceforth be made of iron. The escape of ammonia from the engine is not to be dreaded, because the fatty substances with which engines are greased being saponified by contact with that gas, will only make them more air-tight than before."

THE KRUPP GUN.—Russia alone has accepted the Krupp gun. Prussia, although the first to introduce this arm, never had a Krupp 8-inch gun until 1867, nor a 9-inch gun until 1868. Austria has but sixteen 8-inch Krupps. Spain ordered four blocks from Krupp for heavy guns, and has recently ordered two hundred blocks for field guns. The Belgians are divided between the Krupp and the Armstrong guns. Italy favors the English guns entirely. France has her own guns. Sweden inclines to heavy, cast-iron, smooth-bore guns. Norway, Denmark, and Holland use the Armstrongs. Turkey and Egypt adopt the English system down to the minutest details.

—Ullmann is to take Carlotta Patti through Scandinavia.

—A lion partially ate a menagerie performer at Madison, Ohio, the other day.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5·32	MOON RISES	9·33
SUN SETS	6·23	HIGH WATER	5·18

PHILADELPHIA BOARD OF TRADE.

JAMES T. YOUNG, COATES WALTON, THOMAS POTTER, } MONTHLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.			
Cella	London	New York	Aug. 22
Tarifa	Liverpool	New York	Aug. 25
Pennsylvania	Liverpool	New York	Aug. 26
C. of London	Liverpool	New York	Aug. 26
Allemannia	Southampton	New York	Aug. 27
Napoleon III	Brest	New York	Aug. 29
Scotia	Liverpool	New York	Aug. 29
City of Cork	Liverpool	New York	Aug. 29
FOR EUROPE.			
C. of Washington	New York	Liverpool	Sept. 8
Germania	New York	Hamburg	Sept. 8
Java	New York	Liverpool	Sept. 9
Hansa	New York	Bremen	Sept. 10
Tripoli	New York	Liverpool	Sept. 10
C. of London	New York	Liverpool	Sept. 12
C. of Baltimore	New York	Liverpool	Sept. 19
C. of N. York	New York	Liverpool	Sept. 22
COASTWISE, DOMESTIC, ETC.			
Stars and Stripes	Philada	Havana	Sept. 8
Alaska	New York	Aspinwall	Sept. 9
Columbia	New York	Nassau	Sept. 10
Morro Castle	New York	Havana	Sept. 10
San Francisco	New York	Vera Cruz	Sept. 11
Tonawanda	Philada	Savannah	Sept. 12
Star of the Union	Philada	New Orleans	Sept. 17
Pioneer	Philada	Wilmington	Sept. 17
Borussia	New York	Havana	Sept. 19

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED SATURDAY.

Ship Herman, Schweers, Bremen, Workman & Co.
Steamship Roman, Howes, Boston, H. Winsor & Co.
Barquentine E. Williams, Hoff, Venice, Workman & Co.
Barque Cardenas, Payne Naples, Warren & Gregg.
Brig Geo. Burnham, McLellan, Portland, do.
Brig Leander, Warkmeister, Konigsberg, L. Westergaard & Co.
Brig A. F. Larrabee, Carlisle, Bangor, Borda, Keller & Nutting.
Schr E. T. Allen, Risley, Boston, do.
Schr J. Whitehouse, Jones, Boston, do.
Schr Ida V. McCabe, Pickup, Norwich, J. Rommel, Jr.
Schr H. Croskey, Potter, Boston, do.
Schr J. Wilson, Connelly, Boston, Blakiston, Graff & Co.
Schr Eliza and Rebecca, Price, Salisbury, do.
Schr M. H. Stockham, Cordery, Boston, Audenried, Norton & Co.
Schr W. W. Pharo, Allen, Boston, Pine Knot Coal Co.
Schr Jeanette, Simmons, St. Martin's, Captain.
Steamer Valley City, Morgan, Richmond, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Schr Willie Mowe, Hilton, 7 days from Windsor, N. S., with plaster to E. A. Souder & Co.
Schr Ida May, Drisko, 15 days from Windsor, N. S., with plaster to C. C. Van Horn.

ARRIVED SATURDAY.

Ship Bombay, Jordan, from Liverpool July 24, with mdse. to Peter Wright & Sons.
Barque Frederick Gustave, Dinse, from Liverpool June 18, with mdse. to Peter Wright & Sons.
Brem. barque Hilda, Nissen, 6 days from Boston, in ballast to Workman & Co.
Br. brig Contest, Blackler, from London July 11, with mdse. to Chas. F. & Geo. G. Lennig.
Br. brig Ella, Fulton, 14 days from Hantsport, N. S., with 575 tons plaster to C. C. Van Horn.
Brig Alice Lea, Hardenbrook, 9 days from St. John, N. B., with lumber to Patterson & Lippincott.
Schr W. F. Cushing, Cranmer, from Charleston, with lumber to D. S. Stetson & Co.
Schr Mary Means, Byard, 11 days from Bangor, with lumber to Patterson & Lippincott.
Schr Mary and Caroline, Fowler, 1 day from Leipsic, Del., with grain to Jos. E. Palmer.
Schr Addie, Drown, from Providence.
Schr H. Croskey, Potter, from Providence.
Schr T. Lake, Adams, from Boston.
Schr Jesse Wilson, Connelly, from Boston.
Schr L. S. Levering, Corson, from Boston.
Schr J. Whitehouse, Jones from Boston.
Steamer Sarah, Jones, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer E. N. Fairchild, Trout, 24 hours from New York, with mdse. to W. M. Baird & Co.

MEMORANDA.

Steamship Tonawanda, Jennings, for Philadelphia, sailed from Savannah 5th inst.
Steamship Norfolk, Vance, for Philadelphia, sailed from Norfolk 4th inst.
Steamship Juniata, Hoxey, hence for Havana, was seen at 8 A. M. 3d inst., by the Mary Sanford, at New York.
U. S. steamer De Soto, hence, at New York yesterday.
Barque Annie Augusta, Creighton, hence via Guantenamo, remained at St. Jago de Cuba 20th ult.
Barque Isaac R. Davis, Hand, was loading at Wilmington, N. C., 3d inst., for Liverpool.
Barque R. Murray, Jr., Wilson, for Philadelphia, cleared at Boston 4th inst.
Barque E. Schultz, Russell, hence for Aspinwall, cleared at Bermuda 13th ult.
Brig W. R. Sawyer, Wallace, for Philadelphia, sailed from Providence 3d inst.
Schrs W. P. Cox, Crawford; A. Haley, Haley; Sallie Godfrey, Godfrey; and Ella Matthews, McElwee, hence, at Boston 3d inst.
Schr A. S. Piercy, Poulson, sailed from Washington, D. C., 4th inst., for Quantico, to load for Philadelphia.
Schr Gettysburg, Seger, sailed from Washington, D. C., 4th inst., light.
Schr Wm. C. Atwater, Saunders, from Providence for Philadelphia, at New London 3d inst.
Schr Elizabeth, Horner, hence, at Pawtucket 4th instant.
Schrs J. G. Collyer, Crowell; J. Hay, Hathaway; and J. B. Knowles, Scott, for Philadelphia, sailed from Providence 4th inst.
Schr Richard Law, York, hence, at Mystic 3d inst.
Schrs P. A. Grau, Lake; A. Hammond, Paine; E. A. Hooper, Hooper; and J. E. Pratt, Nickerson, hence, at Boston 4th inst.
Schr Isaac Rich, Crowell, for Philadelphia, cleared at Boston 4th inst.
Schr A. T. Rowland, Rowland, hence, at Dighton 30th ult.
Schr Osprey, Crowley, for Philadelphia, cleared at Calais 30th ult.
Schrs Ethan Allen, Blake, and Wilmington, Barber, hence for Boston, at Holmes' Hole 3d inst.
Steamer G. H. Stout, Ford, for Philadelphia, sailed from Alexandria 4th inst.
Steamer Black Diamond, Meredith, for Philadelphia, cleared at New York 5th inst.

NOTICE TO MARINERS.

The Fog Bell of the Lightvessel stationed to mark Cornfield Point, Long Island Sound, is cracked, and cannot be heard as usual. A new bell will be provided as soon as practicable.
Tompkinsville, Sept. 2, 1868.

TRUSSES.

"SEELEY'S HARD RUBBER TRUSS, No. 1347 CHESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping. Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instruments, Shoulder Braces, Elastic Stockings for weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. 129wfm

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY-PLACES. FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation ......$2·25
At 8 A. M., via Camden and Jersey City Express Mail ......3·00
At 2 P. M., via Camden and Amboy Express ......3·00
At 3·30 P. M., via Camden and Jersey City Express ......3·00
At 6 P. M., for Amboy and intermediate stations.
At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.
At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.
At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.
At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 3·30 P. M. for Palmyra.
At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Fish House.
The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare $3.
At 7 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.
At 7 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7 and 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, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City, Fare $3·25.
At 1 A. M., Emigrant Line, Fare, $2.
The 9·30 A. M., and 6·30 P. M. Lines will run daily. All others, Sundays excepted.
At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.
At 9·30 A. M., 6·30, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

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

BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.

At 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, 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, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

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

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

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

LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.
From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden. WILLIAM H. GATZMER, Agent. 6 15]

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE.

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—
Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.
Express Train at 12·00 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 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.
Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, 7·00, and 11·30 (daily) P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 7·00 and 8·10 A. M. (daily), 1·30, 4·15, and 7·30 (daily) P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·55 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 Chester to leave passengers from Washington or Baltimore.
Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company. 4 8] H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.— SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
ELEGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.		
Mail Train	leaves Philadelphia	11·15 A. M.
" "	leaves Williamsport	8·20 P. M.
" "	arrives at Erie	8·50 P. M.
Erie Express	leaves Philadelphia	12·00 noon
" "	leaves Williamsport	8·50 P. M.
" "	arrives at Erie	10·05 A. M.
Elmira Mail	leaves Philadelphia	8·00 A. M.
" "	leaves Williamsport	6·28 P. M.
" "	arrives at Lock Haven	7·45 P. M.
EASTWARD.		
Mail Train	leaves Erie	11·00 A. M.
" "	leaves Williamsport	10·15 P. M.
" "	arrives at Philadelphia	7·10 A. M.
Erie Express	leaves Erie	7·40 P. M.
" "	leaves Williamsport	8·15 A. M.
" "	arrives at Philadelphia	5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.
ALFRED L. TYLER, General Superintendent. 11]

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.
Returning, leave Atlantic	
Mail	4·20 P. M.
Freight, with passenger car	11·40 A. M.
Accommodation	5·50 A. M.

Junction Accommodation to Atco and intermediate stations, leaves Vine street......5·30 P. M.
Returning, leaves Atco......6·25 A. M.

Haddonfield Accommodation Train leaves Vine street......10·15 A. M. and 2·00 P. M.
Leave Haddonfield......1·00 P. M. and 3·15 P. M.

Sunday Mail Train to Atlantic,
Leaves Vine street......7·30 A. M.
Leaves Atlantic......4·20 P. M.

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

DR. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.
His superiority 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, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.
Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7·30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.
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 8·05 P. M.
Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.
Harrisburg accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.
CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.
PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 8·27 A. M. and 1·49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5·00 and 8·00 P. M., passing Reading at 1 A. M., 1·50 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M., passing Reading at 4·49 and 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.
Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·45, 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M. and 2·15 and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·30 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by 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 reduced rates.
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.
Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.
Mileage Tickets, good for 2000 miles, between all 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 rates.
Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
Excursion Tickets from Philadelphia 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 to all the above points from the Company's New Freight Depot, Broad and Willow streets.
Freight Trains leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5·00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.
BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train.
Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8·00 A. M.
Paoli Accommodation, No. 1	10·00 A. M.
Fast Line	12·00 M.
Erie Express	12·00 M.
Paoli Accom. Nos. 2, 3, and 4—1·00, 6·00 and	10·30 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail	11·15 P. M.
Philadelphia Express	11·15 P. M.
Accommodation	11·30 P. M.

Erie Mail leaves daily, except Saturday.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1·35 A. M.
Philadelphia Express	7·10 A. M.
Paoli Accommodation, No. 1	8·20 A. M.
Erie Mail	7·10 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	9·35 A. M.
Lancaster Train	12·30 P. M.
Erie Express	5·00 P. M.
Paoli Accommodation, Nos. 2 and 3, 3·40 and	7·10 P. M.
Day Express	5·00 P. M.
Harrisburg Accommodation	9·50 P. M.

For further information apply to
JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. 4 2]

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

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 Down Train, and 3¾ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M. 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M. 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 7, 9 and 11 P. M.
Leave Chestnut Hill 7·10, 8, 9·40, and 11·10 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M. 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M. 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7¾, 9, and 11·05 A. M. 1½, 3, 4¾, 5¼, 6¼, 8·05 and 11½ P. M.
Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¾, 5¼, 6¼, 8·05, and 11½ P. M.
Leave Manayunk 6·10, 7¼, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.
W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.
WM. W. HARDING, Publisher, No. 326 CHESNUT Street below Fourth

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.
Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.
SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—
At 6·45 A. M.—Accommodation for Fort Washington.
At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.
At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.
At 1·45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 3·15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.
At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown.
At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.
At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 and 11·05 A. M., 2·00 and 8·30 P. M.
11·05 A. M. and 2·00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.
Passengers leaving Wilkesbarre at 1·45 P. M. connect at Bethlehem at 6·05 P. M., and arrive in Philadelphia at 8·30 P. M.
From Doylestown at 8·25 A. M., 5·00 and 7·00 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 9·30, 10·45 A. M. and 1 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7·00 A. M.
Bethlehem for Philadelphia at 4·30 P. M.
Fifth and Sixth Streets Passenger Cars convey passengers 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.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·15 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia, from Depot on east Market street, at 6·15 A. M., 7·15 A. M., 7·30 A. M., 10·45 A. M., 1·55 P. M., 4·20 P. M., 6·55 P. M.
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5·30 P. M.
Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·15 A. M., and going West will take train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

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.
Trains leaving Philadelphia at 7·15 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. & B. C. R. R., for Oxford and intermediate points.
Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, General Sup't.
Philadelphia, April 1st, 1868. 4 10]

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing MONDAY, August 31, 1868.
Trains leave as follows for Cape May:—
9·00 A. M., Cape May Express, due at 12·25 (noon).
3·15 P. M., Cape May Passenger, due at 7·08 P. M.

RETURNING LEAVE CAPE ISLAND.

6·30 A. M., Morning Mail, due at 10·06 A. M.
5·00 P. M., Cape May Express, due at 8·22 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 7·15 A. M. Returning leaves Cape Island at 5·10 P. M. Excursion Tickets, $3.
Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 6·45 A. M.
Commutation Tickets between Philadelphia and Cape May, at the following rates:—
Annual Tickets, $100; Quarterly Tickets, $50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.
For Cape May, 9·00 A. M. and 3·15 P. M.
Woodbury Accommodation train at 6·00 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon.)
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.
For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.
For New York, at 12, 2½, and 5 P. M.
Freight received from 7 A. M. to 6 P. M.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.
WALTER FREEMAN, Agent, No. 226 S. Delaware Avenue, Philadelphia.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.
Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 2] ELLIS CLARK, Agent.

CARRIAGES.

GARDNER & FLEMING

CARRIAGE BUILDERS,

No. 214 SOUTH FIFTH STREET,

BELOW WALNUT.

An assortment of NEW AND SECOND-HAND CARRIAGES always on hand at REASONABLE PRICES. 15 fmw6m

WIRE GUARDS,

FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by
M. WALKER & SONS, No. 11 North SIXTH Street. 5 2 mwf]

AZURENE,

CONCENTRATED INDIGO,

For the Laundry.—Free from Oxalic Acid.—See Chemist's Certificate

A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [7 27 mwf3m

For sale by all respectable Grocers and Druggists.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

SALE OF REAL ESTATE AND STOCKS.

September 8, at 12 o'clock, noon, at the Exchange, will include:—
WALNUT STREET, Nos. 111 and 113—Four-story Brick Building.
PINE, No. 1523—Modern Residence.
MARKET, No. 237—Four-story Brick Store.
MARSHALL, No. 993—Modern Dwelling.
MARKET, Nos. 913 and 915—Valuable Store.
BROWN, No. 1904—Modern Residence.
LOMBARD, No. 1012—Modern Dwelling.
FRANKFORD ROAD, Nos. 2225, 2227, and 2229—Hotel, Store, and Dwelling.
SHACKAMAXON, Nos. 1218 and 1220—Frame Dwellings.
OTSEGO, No. 1910—Genteel Dwelling.
JUDSON, North of Hare—Brick Dwelling.
ALLEN—Two Brick Dwellings.
GRAY—Two Brick Dwellings.
BROWN—Two Frame Dwellings.
GROUND RENT—$70 a year.
MONTGOMERY COUNTY—Farm and Grapery, 49 acres.
STEAMBOAT, know as WM. CHAMPION.

STOCKS.

1 share 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 Philadelphia Library.
7 shares Cape May and Millville Railroad.
200 shares Youghiogheny Iron and Coal Co.
56 shares Minehill Railroad.
20 shares Chesnut and Walnut Streets P. R. R. Co.
100 shares Central Transportation Co.
50 shares Green and Coates P. R. R. Co.
$7000 Wyoming Valley Canal Co. 6 per cent. bonds.
$7000 First Mortgage Bonds Steubenville and Indiana R. R. Co.
$200 City 6 per cent. Loan.
$250 Chesapeake and Delaware Canal Loan. 9 4 3t
100 shares Empire Transportation Co.
15 shares Enterprise Insurance Co.
Catalogues now ready.

NEAT HOUSEHOLD FURNITURE, BOOK-CASE, BRUSSELS CARPETS, ETC.

On Tuesday morning.

8th inst., at 10 o'clock, at No. 1510 Poplar street, by catalogue, the neat Walnut Parlor and Chamber Furniture, Book-case, China and Glassware, Brussels and other Carpets, Feather Beds, Kitchen Furniture, etc. 9 5 2t

NEAT HOUSEHOLD FURNITURE, SUPERIOR BOOK-CASE, MIRROR, ETC.

On Wednesday morning,

September 9, at 10 o'clock, at No. 231 Union street, the neat Rosewood and Walnut Parlor Furniture; superior Book-case, Satin Wood Secretary and Sideboard; Walnut and Mahogany Chamber Furniture; Tapestry and Imperial Carpets; Fine Feather Beds; Chandeliers and Gas Fixtures; Set Carved Ivory Chessmen. Also, Kitchen Furniture, Upright Refrigerators, Stoves, etc. 9 5 3t

LIPPINCOTT, SON & CO., AUCTIONEERS, Ashurst Building, No. 240 MARKET Street.

On Wednesday Morning,

Sept. 9, 1868, by order of Messrs. B. Diament & Co., 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. [8 18 8t
The goods are now landing from steamer, and full particulars will be given in future advertisement.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE PEREMPTORY SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, ETC.,

On Tuesday Morning,

Sept. 8, at 10 o'clock, on four months' credit. [9 2 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,

On Thursday morning,

Sept. 10, at 10 o'clock, on four months' credit. [9 4 5t

LARGE POSITIVE SALE OF CARPETINGS, 250 PIECES FLOOR OIL CLOTHS, ETC,

On Friday Morning,

September 11, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venitian, list, hemp, cottage, and rag carpetings
Also, floor oil cloths. [9 5 5t

C. D. McCLEES & CO., AUCTIONEERS, No. 506 MARKET Street. 1 8]

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC.

On Thursday morning,

September 10, commencing at 10 o'clock, we will sell by catalogue, for cash, 1500 cases Men's, Boys' and Youths' Boots, Shoes, Brogans, etc.
Also a large assortment of Women's, Misses' and Children's wear. [9 5 4t

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

Sale at No. 529 Chesnut street.

HANDSOME WALNUT PARLOR, DINING-ROOM, AND CHAMBER FURNITURE; LARGE AND SUPERIOR FIRE-PROOF SAFES, MIRRORS, HANDSOME VELVET BRUSSELS, AND OTHER CARPETS, CHINA AND GLASSWARE, ETC.

On Wednesday Morning,

9th inst., at 10 o'clock, by catalogue, an excellent assortment of superior Household Furniture, including—Suit handsome walnut, plush and drawing room furniture; 4 oiled walnut chamber suits; sideboards; wardrobes; cottage suits; French plate mirrors; large and superior fire-proof safe, made by Evans & Watson; 2 superior fire-proof safes, made by Lillie; coal oil chandeliers; refrigerator; fine china and glassware; handsome Brussels, velvet and other carpets; fine mattresses; beds and bedding, etc.
Also, a case of mathematical instruments, large and very fine magic lantern and slides, magicians' apparatus, microscope, etc. [9 7 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

LARGE BANKRUPT SALE OF 8000 PIECES OF PERFECT WALL PAPER,

On Tuesday Morning,

September 15, at the auction store, No. 1110 Chesnut street, will be sold about 8000 pieces of wall paper, comprising a general assortment of blanks, satins, etc. etc. Also, borders to correspond.
Paper hangers and others are invited to call and examine the samples on Monday, September 14. [9 5 2t

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful 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 fully 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 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 all other work connected with the above business.
Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.
JACOB C. NEAFIE, JOHN P. LEVY,
8 1] BEACH and PALMER Streets.

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