AFRICAN LIFE.

Two Contrasted Pictures. The following are extracts from a new book

by Mr. E. D. Young, published in England, and entitled "The Search after Livingstone." The writer takes us with him through marshes teem-ing with snimal life, dead levels of reeds without a bush or a tree, and up the chain of water-falls extending for thirty-five miles, which carries the waters of Lake Nyassa down to join the Zambesi. He introduces us to native kings, who are seldom sober, but who keep mure than forty wives to stimulate their capacity for drink by a novel process of tickling, and who till their guns to the very muzzle with oakum, pluzs of iron, numan brains made into a paste with castor oil, and, last of all, a handful of coarse blasting powder. We have many varieties of natives, and an unpleasant sameness of mosquitees. The crocodiles have a most healthy nan to a hippopolamus. We give Mr. Young's description of hippopolamus hunting:—

I do not know that there is anything in the way of sport that requires such consummate courage and coolness as this mode of hunting. The hunter has to trust entirely to his activity with the paddle to escape the charges of the with the paddle to escape the charges of the animal, and a touch from the monster upsets the finil cances as easily as a skiff would be capsized by a touch from a steamer on the Thames. It requires, in fact, that the harpooner hould keep his balance exactly as he stands in should keep his bulance exactly as he stands in the bow of his long, slim cance, and that during the utmost excitement. The moment the weapon is lodged in the hippopotamus, he has to at down, se ze his paddle, and escape, or he is its sortly attacked; nor is the next stage of proceedings less fraught with danger. It now becomes necessary to set hold of the pole which floats on the water; the iron head of the harpoon which has come out of its socket, remains attached to this pole by a long and very strong rope. The hunter hands upon this till he knows that the hippopotamus is under water just "up and gown" beneath his cance. To feel for the moment when the line suddenly slackens—a sure sign he is rising to the surface—and to prepare to deliver another harpoon the instant his enormous jaws appear with a terrific roar above water within a few feet of you, is about as great a trial of nerve as can very well be imagined. Constantly are the canoes crushed to atoms. The only escape then is to dive instantly, and gain the shore by swimming under water, for the informated animal swims about looking on the surface for his enemies, and one bite is quite enough to cut a man in two. When I add, that the presence of blood in the water is the sign for every crocodile within hall to lick his lips and make up stream to the spot, I am sure it recommends itself as sport to the most enthusiastic canoer in England, or the most blase As a picture of still life, contrasting well with

the animation of this last scene, take the ac-count of the Morambala marsh;—

It is in such spots as these I am describing that animal life abounds beyond conception. The pientiful supply of water, the rank vegetation for cover and for food, and the patches of forest, afford all that the autelope tribe and the large game of Africa require. Elephants, rhinoceros, and buffalo are very plentiful, while waterbuck, zebra, hartebeest, and numerous other animals stray about in mixed herds. The labor of penetrating far in these marshes is terrible, nay, impossible, except when the dry season is at its height; then, of course, the heat is fearful. Still there is a wild kind of charm connected with them. Acres of azure blue lilies hide the water in places, and for the moment deceive the eye which has acknowledged day by day the similar hue above. Hollyhocks and convolvuli are among the reeds, the paim tree's stateliness, and the acacia's blossoms are things that fix themselves on the mind; the mists are whiter, the cries of the birds wilder, the large-ness larger, and the stiliness of the dawn more still upon these lagoons than anywhere e.se. All nature by consent seems to acknowledge this reign of stillness, knowing that sound travels so easily and swiftly over water and through white fog. Rarely is silence broken, and then only by sounds which utter a egiance to the scene. It is the liou's roar before the dawn, the hippopotamus' trumpet vibrating over the glassy expanse of water as day breaks, and the shrick, as from another world, of the fishhawk-these sounds are allowable and allowed in the Shire marshes. The report of a gun is sacrilege; a bird's song would be destruction. the pools stand white, ghostly looking bitterns, bleached for night, whose very lustreless eyes seem sworn to perpetual slience; they rise from the sedge in flakes; they slide a few boats' lengths over the water, and then settle down again, lifeless and alone. Myriad strings of geese move twice a day, when the scene shift-ing must be done—that is, when the sun rises and sun sets - but they do it as noiselessly as they can. Troops of pelicans pass here and there, quartering the heavens into long lines with the geese, but no noise comes from them; they never move again when once they alight unless disturbed, for all and everything must help to

Woman Suffrage in England. The London Law Journal has the following: The overseers in some parishes of England are taking upon themselves to place women, who, but for their sex, would be qualified to vote for knights, citizens, or burgesses, upon the parliamentary registers. The ground upon which these officers proceed seems to be this:—The Representation of the People Act, 1867. in defining the class of persons entitled to the fran-chises, described in sections three, four, five, six, uses the expression 'Every man.' The sta-tute thirteen and fourteen Victoria, chapter 21, entitled 'An act for Shortening the Language used in Acts of Parliament,' provides by section four that in all acts words importing the masculine gender shall be deemed and takne to include females, and the singular to include the plural, and the plural the singular, unless the contrary as to gender or number is ex-pressly provided.' Consequently the expression 'every man,' which imports the masculine gender, must be deemed and taken to include females, so that in effect the sections amplified would declare that 'every man and every who should fulfil certain specified conditions should be entitled to be registered and to vote. It is further argued that this construction is fortified by the language used in the Reform act of 1832. There, in sections 19 and 20, the franchise is conterred upon every male person having certain qualifications; and the inference is that the expression 'male person' in the act of 1832 has seen replaced by the expression 'man' in the act of 1867, in order that the operation of the act 13 and 14 Victoria, chapter 21, should not be defeated.

"It may be useful however, to observe that in section 18 of the act of 1832 the expression used is 'person' simply, but the language of that section is in the negative form, and its effect is to disqualify persons who are not within certain exceptions. Probably the women who have succeeded in convincing the overseers will take measures to persuade the revising barristers of the truth of this view, and it is by no means impossible that their contention should prevail. As, however, it was not intended by Parliament that this effect should be produced, and as the addition of female voters might operate to turn the elections in some places, considerable hesitation will be displayed in the adop-tion of the contention in their favor. It must not be forgotten that attention was called in the House of Commons to this matter by Mr. Denman, but Mr. Disraell treated the suggestion as a joke and nothing more. Mr. Denman himself also stoutly supported Mr. Mill in his attempt to give the tranchise to women by direct and express enactment, and an occasion was then offered for the argument that the thing sought was already obtained. The fact that no such idea was put forth shows very clearly what the House of Commons thought as to the meaning of its own language. The opinion of the House, of course, in no way binds the Court of Common Pleas, but it furnishes pretty good reasons for the rejection of all 'female' claims by the Courts of Revision, and it is obvious that the most satisfactory settlement of the question would be obtained upon appeal to the Court of Common Pleas from such rejection."

-Mrs. Yelverton is reading to "most re-fined and intelligent," but very small, audi-

POLITICAL.

-The Empire State is fully aroused, and will astunish the Democracy on election day. From the Sound to the Lakes all is activity. —The Republicans of Latourche Parish, Loui-Hop. Michael Habn is in the field,

Democratic papers are using an old woodcut likeness of John C. Heenan, the prize fighter, as

a portrait of Frank Blair.

A Democrat in the interior of Ohio says the Government is in debt \$1500, the most of which was expended in bureaus and other useless furniture for the negroes, and "—— if I'll vote with a party that lays out money in that way."
—William H. Shriver, of Vurginia, who suffered for mouths in Southern prisons, has ad-dressed the voters of his township, calling on them to support Grant, and not give the Rebels another chance to torture Union soldiers.

-Ex-President Pierce recently wrote to Wash.

ington that "the change in sentiment in New England within the last thirty days exceeded anything he has ever known." He has been traveling in Vermont lately, we believe, with General Beauregard.

—The clause in the Democratic platform that declares in favor of "equal taxation upon every species of property" can be used by the bond holders to justify them in insisting that the same tax shall be imposed on homesteads and

farms as on bonds.

-F. M. Kimmel has been nominated for Congress by the Democrats of the Sixteenth District of Pennsylvania, Judge K'mmel served his country in 1863 by going out in June, 1863, to meet General Lee's army, and surrender the

city of Champersburg.

- One of the workmen at Kanawha Salines writes to the Charleston (West Vuginia) Jourthat if we don't vote the Seymour and Biair ticket, or that if we vote a Union vote, they will pot give us employment; and thereby many Union men are deprived the privilege of voting

their own sentiments."

—The Democrats have nominated John R. Reading for Congress in the Eighth District of Reading for Congress in the Eighth District of Pennsylvania; John D. Stiles in the Sixth; and Robert E. Monaghan in the Seventh. Mr. Stiles was a member during the latter years of the Rebellion, and steadily opposed every measure for its suppression. He will be again elected, and will continue to "vote as he fought."

A well-informed writer in Ohio makes a

-A well-informed writer in Obio makes a west-informed writer in Onto makes a careful survey of the political prospects of the West, comprising the States of West Virginia, Kentucky, Tennesser, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kansas, and Nebraska, making thirteen States, and giving 121 electoral votes. He comes to the conclusion that Kentucky alone will go Democratic, and that of 121 votes given by these States, 111 will be given to Grant. —Hon. Montgomery Biair is stumping West Virginia for Blair. A letter from Fairmont to the Wheeling Intelligencer says:—"Poor Blair made his debut at Fairmont yesterday. The most perfect flat out that was ever witnessed in the mountain counties. He is sore at having the duplicity exposed of his coming to West Virginia among a people whom he sought to prostrate during the war by writing a long opinion advising Mr. Lincoln to yelo the bill

for the State of West Virginia.

- Elijah M. K. Glenn has been renominated for the Assembly by the Republicans of the Second district of Wayne, N. Y. Mr. Glenn is the member who preferred charges last winter against several persons for approaching him to purchase his vote. A prominent anti Vanderbilt Democrat of the city of Albany offered to assist him in obtaining a legal investigation of the matter, but after a few days abandoned him, having received a significant intimation that persistence was "calculated to engender bad feelings in the Democratic party." The Assembly refused to authorize the employment of counsel; and a select committee of investigation counsel; and a select committee of investigation exonerated the accused member. A resolution was adopted that Mr. Glenn should be placed under arrest and reprimanded by the Speaker. This was carrying the matter too far for the courage of the delinquents, and the sentence was never carried out. Mr. Glenn resigned his seat. He is an old man of the Liberty party school, of iron will, rigid integrity, but can hardly be at home in legislative circles, where crooked business is often transacted.

THE HARVEST IN CANADA .- The harvest throughout the western part of the Dominion may now be said to be over. In some partiaces, the crops are not yet all entir cular 1 housed, but there is very little grain now left standing. We are now, therefore, in a position to speak with some certainty of the yield which the farmers have obtained. The season will be known as one of the extremes. It has been hotter and drier than any summer for nearly a score of years. The crops, too, manifest extremes. The fall wheat and hay are abundant; the former, in particular, is one of the largest yields which has been obtained for several years. We are convinced this will be found to be the case generallybut, it must be confessed, the quality will not equal the quantity. The in-tense heat in July ripened the grain altogether too fast, and although this did not prevent the hopes of a good yield from being realized, still the sample suffered considerably. The wheat and hay crops may be set down as above the average; barley, oats, rye, and peas are considerably below it. localities where these were sown early and had attained a luxuriant growth before the heat set in, the return is about an average; but those farmers who, through dilatoriness or other causes, sowed late in the spring, have but a sorry return. Many such fields have been almost a total failure, yielding very little more than the seed placed in them. Accounts regarding the spring wheat—which is one of our most valuable crops—differ considerably. But we feel warranted, after summing up the information received from different sources, in setting it down as an average crop. Many of those townships which grow spring wheat did not suffer so much from the drouth as those situated more inland. They enjoyed occasional showers, and although not what it would have been under a more moderate degree of heat, the crop is by no means a bad-one, as many have hastly asserted. Boot crops are, at present, not looking over well. Potatoes, turnips, carrots, and mangolds, all require more rain. The yield will, we fear, be deficient. So far as potatoes are concerned, this result may now be considered certain. Taking the harvest of 1868 as a whole, we believe it will come up to the average. The great heat and drought of the sammer have taken millions of dollars out of the pockets of the farm. ing community. But we have reaped a good harvest, nevertheless, and have reason to be thankful it has turned out so well .- Montread

Trade Review. ICE .- The Pall Mall Gazette says: - "The extent to which the use of ice is growing in England may be partially judged of from the fact that in 1861 we imported only 3323 tons from Norway, while in 1865 we took 43,359 tons. This year the returns would be much larger. People are beginning to understand that ice is not merely a luxury, but an important means of health. A cold drink or a cold application to the head has saved men from fever ere now. The amount of suffering that can be allayed by ice in the cases of sick persons is only properly known in tropical countries. Ice ought to be cheap enough in England, but it should be generally understood that the article brought from our own ponds or rivers is not fit to put into any liquid which people mean to drink. The Americans (who are sharp enough to send us hay the moment a deficient grass crop comes to their knowledge) might export more of the true Wenham Lake ice next year with a cer-tainty of finding a good market for it. We may even hope that the day will come when our hotel-keepers will understand that ice eught to be supplied gratuitously to the guests, and as often as they ask for it."

RAILROAD LINES.

1868. -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At 5-26 A. M., via Camden and Amboy Accommodation.

At 8 A. M., via Camden and Jersey City Express Mail.

At 2 P. M., via Camden and Amboy Express. 346 At 3 30 P. M., via Camden and Jersey Oity Express. 346 At 3 30 P. M., via Camden and Jersey Oity Express. 340 At 3 30 P. M., via Camden and Jersey Oity Express. 340 At 3 30 P. M., via Camden and Jersey Oity Express. 340 At 3 30 P. M., via Camden and Jersey Oity Express. At 6 P. M., for Amboy and intermediate station. At 5 % and 5 A. M., 2 % and 3 % P. M., for Freehold. At 8 and 10 A. M., 2 % and 4 % P. M. for Trenton. At 5 % 8, and 10 A. M., 1, 2. 8 230, 4 % 8, and 11 % 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. A18:30 and 10 A. M., I, 2, 3, 3-30, 4-30, 6, and 11:30 P. M., for Florence.

A18:30 and 10 A. M., I, 3, 4-30, 6, and 11:30 P. M. for Edgewater, Elverside, Elverson, and Palmyra. 2 P. M. for Florence.

A18:30 and 10 A. M., I, 8, 4-30, 6, and 11:30 P. M. for Flah House.

The 1 and 11:20 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENNINGTON DEPOT.

A1 11 A. M., via Kensington and Jersey City. New York Express Line Fare 43.

A17 and 11 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristol. And at 10:16 A. M. for Bristol.

A17 and 11 A. M., 2-30, and 5 P. M. for Morriaville and Tullytown.

A17 and 10-18 A. M., 2-30, and 5 P. M. for Schencas and Tullytown, At 7 and 10 15 A. M., 280, and 5 P. M. for Morrisville and Reddington.

At 7 and 10 is A. M., 2'30, and 5 P. M. for Schencas and Eddington.

At 7 and 10 is A. M., 2'30, 4, 5, and 5 P. M. for Cornwells, Torrisdale, Holmesburg, Tacopy, Wilssinoming, Bridesburg, and Frankford, and at 5 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railway,

At 9'30 A. M., 1 20, 5'30, 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. All others, Sundays excepted.
At 9:30 A. M., 1:30, 6:30, and 12 P. M. for Trenton.
At 9:30 A. M., 1:30, 6:30, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schensk's, Eddington, Cornwells, Torrisdale, Hoimes
burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 36 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Surdays 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, Lihaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Boranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Betblebem, 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 Merchantaville,
Moorestown Hartford, Masonville, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown. Birmitgham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imiaystown, Sharon, and Hightstown.

Imlaystown, New Egypt, Holderstown, Greats Ringe, Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taxing 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 penda, 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, Buffaio, Ningara Fails, and Suspension Bridge.

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

LINES FROM NEW YORK FOB PHILADELPHIA.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Courtiand street at 7 A. M.,
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, Camden. 6 15}

DHILADELPHIA, WILMINGTON AND BAL.

TIMORE RAILROAD.

TIME TABLE,
commencing MONDAY, April 13, 1868, Trains will
leave Depot corner of BROAD Street and WASHING TON Avenue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, conaccting with Delaware Railroad at Wilmington for
Criskeld and Intermediate Stationa.

Expess Train at 12:00 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
mington with train for New Castle.

Express Train at 3:30 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Baltimore and Washington, stopping at Chester, Express Train at 3'20 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. (Dally) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Bost for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk vis Baltimore will take the 12.00 M. Train. Via Grisfield will take the 11'00 P. M. train.

Stopping at all, stations between Philadelphia and Wilmington.

Lasy Philadelphia at 11'00 A. M., 2'30, 5'00, 7'06,

Wilmington.
Leav Philadelphia at 1100 A. M., 230, 500, 700, and 11 30 daily) P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and Interwith Delaware Rairoad for Harrington and inter-mediate stations.

Leave Wilmington 700 and 810 A. M. (daily), 130 415 and 730 (daily) P. M. The 816 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Battimore 7428 A. M., Way-Mail; 340 A. M., Express; 246 P. M., Express; 635 P. M., Express; 856

Leave Baltimore 7-25 A. M., Way-Mail; 9-30 A. M., Express; 2-25 P. M., Express; 5-55 P. M., Express; 5-56 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 produced at the Ticket Office, No. 82s CHESNUT Street, under the Continental Hotel, where, also, state-rooms and bertha in sieeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transaer Company 48?

THUADELPHIA AND ERIE BAILROAD.

PHILADELPHIA AND ERIE BAILBOAD.

BEMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisdurg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
ELEGANT SLEEPING OARS on all Night Trains.
On and after MONDAY, May II, isse, the trains
on the Philadelphia and Eric Railroad will run as
follows:—

SHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC BAILBOAD.
On and after MONDAY, September 7, trains will leave VINE Street Ferry as follows:— Freight, with passenger car.....

Sunday Mail Train to Atlantic, Leaves Vine street. Leaves Atlantic. Fare to Atlantic, 82. Round trip tickets, good only or the day and train on which they are issued, \$2. 7 8 H. MUNDY, Agent.

D.B. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to Senth ELEVENTH Street, between MAR-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 adentifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

RAILROAD LINES.

Padding Railroad,—Great Trunk Line from Philadeiphia to the interior of Fennsylvania, the Schuylkili, Sasquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadaa. Summer Arrangement of Fassenger Trains, Monday, Angost 3, 1885, leaving the Company's Depot, Thirteenth and Caliowhill streets Philadeiphia, at the following hours:—MORNING ACCOMMODATIONS.—At 730 A. M. for Reading and all intermediate stations, and Allen lown.

Returning, leaves Reading at 630 P. M., arriving in Fhiladeiphia at \$15 P. M.

MORNING EXPRESS.—At 5"15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famagus, Subbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc., The 730 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawisha Railroad trains for Williamsport, Lock Haven, Cumberiand Valley, and Schuylkill and Snaquehanns trains for Kontoumberland, Williamsport, Lock Haven, Charlbersburg, Pinesrove, etc.

AFTERNOON EXPRESS.—Leaves Philadeiphia at 8'30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., and the 4's A. M., stopping at Intermediate stations: arrives in Philadelphia at 4's P. M., arrives in Pottstown at 6's P. M. A. M., atopping at Intermediate stations: arrives in Philadelphia at 8's P. M., arrives in Pottstown at 6's P. M. A. M., atopping at all way stations: arrives in Philadelphia at all way stations: arrives in RAILROAD LINES. M. READING ACCOMMODATION—Leaves Reading RWADING ACCOMMODATION—Leaves Reading at 780 A. M., atopping at all way stations; arrives in Philadelphia at 10 15 A. M. Keturning, leaves Philadelphia at 515 P. M.; arrives in Reading at 8 to 5 P. M.

Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottaville at 845 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2:05 P. M. and Pottaville at 2:45 P. M.; arriving at Philadelphia at 8:45 P. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at 3:05 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a Prosenger car attached, leaves Philadelphia at 12:45 noon for Pottaville and all Way Stations: leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations. Philadelphia at 12 to both at 7 A. M. for Philadelphia stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Sunday trains leave rottaville at 8 % A. M., and Philadelphia at 8 % P. M.; leave Philadelphia for Reading at 8 % A. M., returning from Reading at 4 % P. M. P.M., CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 730 A. M., 1240 and 430 P. M. trains from Philadelphia, returning from Downingtown at 630 A. M., 1260, and 545 P. M.

FERRICOMEN RAILROAD.—Passengers for Collegeville take 730 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 827 A. M. and 149 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSEURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 200 P. M., passing Reading at 1 A. M., 130 and 1010 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, and connect at Harrisburg string heaves Harrisburg, at 3 and 525 A. M., 935 P. M. passing Reading at 449 and 706 A. M., and 1140 P. M., arriving at New York, 1010 and 1145 A. M., and 500 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 2 Noon.

SCHUYLKILL VALLEY RAHROAD.—Trains leave Pottaville at 645 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 215 and 435 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD.—Trains leave Auburn at 735 A. M. for Pinegrove and Harrisburg, and at 1216 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and at 1276 P. M. for Pinegrove and Harrisburg, and P. M. UHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 720 A. M., 1245 and 426 P. M. trains from Philadel-SCHULLBRIDE AND SOLVEBRANA ARE ROAD,—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 7:30 P. M., and from Tremont at 7:40 A. M., and 5:55 530 P. M., and from Tremont at 740 A. M., and 535 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 Moraling Accommodation, Market Train, Reading and Pottstown: Accommodation Trains, at reduced rates.

and Pottstown Accommodation Trains, as 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. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Superintendent, Reading.

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

Mileage Tickets, good for 2009 miles, between al points, at \$52 So each, for tamelies and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, entitting themselves and wives to tickets at hall fare.

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

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

Freight Trains leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3:05, and 5 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond. beyond.
Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A.M., and for the principal stations only at 245 P. M.

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

DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennnylvania Central Railroad leave the Depot, at THIRTY-ITHST and MARKET Streets, which is reached directly by the Market Street cars, the least car connecting with each train leaving Front and Market streets tairly minutes before its departure. The Chebout and Wainut Streets cars run within one square of the Depot.

On Sundays—The Market street cars leave Front and Market streets thirty-live 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. 201 Chesnut street, or No. 116 Market Street, will receive attention. receive attention. LEAVE DEPOT, VIZ:-

incinneti Express.... Erie Mail.
Philacelphia Express.
Accommodation.

Market streets. ARRIVE AT DEPOT, VIZ.:-

GET THE BEST-THE HOLY BIBLE-HARD
in beautiful fairles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
pertraits of families,
WM. W. HARDING, Publisher,
WGO, 135 CHEMNUT Street below Founds

RAILROAD LINES. ORTH PENNSTLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Beschiehem, Easton, Allendwn, Manch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mouni Carmel, Pittaton, 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.

BUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 2. 1828, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows: epted), as follows:-A: 645 A. M.-Accommodation for Fort Wash-

cepted), as follows:

At 645 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Formayivania saliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroads for Rasion, Alientown, Catasauqua, Blatington, Mauch Chunk Wastherly, Jeanesville, Hanleton, White Haven, Wilkesbarre, Kingston, Pitatoon, and all points in Lehigh and Wyoming Valleys also in connection with Lehigh and Wyoming Valleys also in connection with Lehigh and Myoming Valleys also in connection with Lehigh and Mahanoy Kaliroad for Mananoy City; and with Catawissa Rallroad for Mananoy City; and with Catawissa Rallroad for Ropert, Dauville Milton, and Williamsport Arrive at Mauch Chunk at 1745 A. M.; at Wilkesbarre at 3 F. M.; at Mahanov City at 2 F. M. Passengers by this train cas take the Lehigh Valley Train, passing Bethlehem at 1155 A. M. for Easton, and points on New Jersey Central Ballroad to New York.

At 846 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 1070 A. M.—Accommodation for Fort Washington, stopping at all intermediate Stations.

At 749 F. M.—Lehigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenshdoah, Mt. Carmel, Pituston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

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

At 316 F. M.—Accommodation for Doylestown, wille'take this train to Quakertown, Manch Chunk, Whitesbarre, and Scranton. Passengers for Green, ville'take this train to Quakertown, and for Summeytown to North Wales.

At 418 F. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartsville take stations on Lanadale, atopping at all intermediate stations for Lanadale, atopping at all intermediate stations.

At 136 P. M.—Ac

ton, TRAINS ARRIVE IN PHILADELPHIA,
From Bethiehem at 9:00 and 11:05 A. M., 2:06 and
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, Mahony
City, and Hazleton.
Passengers leaving Wilkesbarre at 1:45 P. M. con-

City, and Hazleton.

Passengers leaving Wilkesbarre at 145 P. M. connect at Bethlehem at 605 P. M., and arrive in Philadelphia at 820 P. M.

From Doylestown at 825 A. M., 500 and 700 P. M.

From Lansdale at 730 A. M.

From Fort Washington at 930, 1045 A. M. and 1

P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:30 P. M.

Doylestown for Philadelphia at 7:30 A. M.

Bethlehem for Philadelphia at 4:30 P. M.

Bethlehem for Philadelphia at 4:30 P. M.

Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 108 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA VV RAILROAD.—SUMMER ARRANGEMENT. On and after MONDAY, April 18, 1868, Trains will -Un and after MONDAY, April 13, 1868, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7:15 A. M., 11 A.
M., 230 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., 4'59 P. M., 6'58 P. M.
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 8'30 P. M. West Chester at 7'30 A. M., and 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. Junetion, Depot to Philadelphia is reached directive.

tion.

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

sarket Street inconnect with each train 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 dolars unless a special contract is made for the same.

HENRY WOOD, General Sup't, 188

HOR CAPE MAY VIA WEST JERSEY RAIL.

TOR CAPE MAY VIA WEST JERSEY RAILKOAD.—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 Express, due at 12:25 (noon).
6:20 A. M., Morning Mail, due at 10:06 A. M.
5:00 P. M., Cape May Express, due at 5:22 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 Centinental Hotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company

called for and checked at residences by the Union Transier Company
WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Millville, Vineland, and intermed ate stations, at 800 A. M. and 339 P. M.
For Cape May, 900 A. M. and 3 15 F. M.
Woodbury Accommodation train at 600 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon.)
Commutation Checks between Philadelphia and all stations at reduced rates. stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

TREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Raliroads, from Walnut street wasrf.

INCREASED DESPATOH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlingtop County Raliroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Raliroads, 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 consigness, must in everying stance be sent with each load of goeds.

WALLTER FREEMAN, Agent,
No. 325 S. Delaware Avenne,
Philadelphia.

PAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. 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,

B. K. 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.

WIRE GUARDS,

FOR STORE PRONTS, ASYLUMS, PAG-TOBYES, ETC.

Patent Wire Bailing, Iron Bedsteads, Ornamenta
Wire Work, Paper Makers' Wires, and every variety

of Wire Work, manufactured by

E. WALKER & SONE,

12 mwil No 11 North SIXTH SEEL

ZUREN

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 mw/sm For sale by all respectable Grocers and Drosgissa.

AUCTION SALES.

LIPPINCOTT, SON & CO., AUCTIONEERS,

ASHHURST BUILDING, No. 240 Marks.)

Street.

LARGE POSITIVE SPECIAL SALE OF RICH PARIS TRIMMINGS, BUTTONS, NOTIONS, FANCY GOODS, ETC.

Of the Importation of Messrs. B. Diament & Co., of New York.

On Wednesday morning.

Sept 9 at 10 o'clock, on four months' credit, we will of the top of the following new and desirable goods, viz:—

TRIMMINGS.

Full line of Paris buildon tringes.

Full line of Paris atikt twist fringes.

Full line of Paris triaded satin gimps.

Full line of Paris traided satin gimps.

Full line of Paris traided satin gimps.

Full line of Paris atikt wist fringes.

Full line of Paris atikt wist fringes.

Full line of Paris braided satin gimps.

Full line of Paris atikt wist fringes, line of paris atik twist fringes.

Full line of rich and choice chiors trimmings and galloons, in satin and slik fringes, newest siyles and newest shades.

Full line of black and white sitk galloons.

Full line of rich colors and black crecinet silk dress and closk buttons.

Full line of rich colors and black silk velvet do.

Full line of rich colors and black silk velvet do.

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Full line of rich colors and black silk velvet do.

Full line of rich colors and black silk velvet do.

Full line of rich colors and black silk velvet do.

Full line of Paris dress buttons, in horn, steel, plain

Full line of Paris dress buttons, in horn, steel, plain and cut jet.

NOTIONS AND FANCY GOODS.

Also, a large and full assortment of ladies' and gents' traveiling bags, morocco wallets, porte monsales, ladies' companions, negar cases, note books, farcy baskets and bags, a large line of comos, bair bushes, tooth brushes, ear rings, brooches, jetsetts, ladies' silk and cotton elastics, etc.

510 DOZEN KID GLOVES.

Also, 250 dezen ladies' splendid quality Paris kid gloves, of choice fail colors and regularly assorted sizes.

gloves, of choice fail colors and regularly assorted sizes.

SHIRTS AND DRAWERS.

Als.— cases men's plain and ribbed colored and white shirts and drawers.

The above line of goods are all of Messrs. B. DIA-MENT & CO'S fall importation; are all new, and of the intert Paris Siyles. With confidence, we invite the particular and early attention of buyers, as the entire sale is worthy of notice.

M. THOMAS & SONS, NOS. 139 AND 141

NEAT HOUSEHOLD FURNITURE, SUPERIOR
BOOK-CASE, MIRROR ETC.
On Wednesday merning,
September 9, at 10 o'clock, at No. 731 Union street,
the neat Rosewood and Wannst Parior Furniture;
superior Book-case, Satla Wood Secretary and Sideboard; Wainut and Mashogany Chambes Furniture;
Tarestry and Imperial Carpets: Fine Feather Beds;
Chandeliers and Gas Fixtures; Set Carved Ivory
Chessmen, Also, Kitchen Furniture, Upright Retr-gerators, Stoves, etc.

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 222 and 234 MARKET Street, COR ner of Bank street, Successors to John E. Myers & Co. LARGE SALE OF BRITISH, FRENCH GER MAN AND DOMESTIC DRY GOODS, On Thursday & orning, Sept. 10, at 10 o'clock, on four months' credit. [9 4 54

LARGE POSITIVE SALE OF CARPETINGS, 250
PIECES FLOOR OIL CLOTHS, ETC,
On Fiday Morning,
September 11, at 11 o'clock, on four months' credit,
about 250 pieces ingrain, Venitian, list, hemp, cottage,
and rag carpetings
Also, floor oil ciothe. [9 554]

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC. On Monday Morning, Sept. 14, at 10 o'clock, on four months' credit. 985t C. D. MCCLEES & CO. AUCTICNEERS

SALE OF 1500 CASES HOOTS, 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 Youth's Hoots, Shoes, Brogans, etc.
Also a large assortment of Women's, Misses' and Children's wear.

[9 5 45] MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Minor.

No. 529 CHESNUT St., rear entrance from Minor.

Sale at Nr. 529 Chesnut street.

HANDSON E WALNUT PARLOR, DINING-ROOM.

AND CHAMBER FURNITURY: LARGE AND SUPERIOR FIRE-PROOF SAFES. MIRRORS, HANDSOME VELVE! BRUSSELS, AND OTHER CARPETS, CHINA AND GLASSWARE, ETC.

On Wednesday Morning.

9th inst, at 10 O'cock, by catalogue, an excellent assortment of superior Household Furniture, including 5-bit handsome walnut, plush and drawing room introlture; 4 olied walnut chamber auits; sideboards; wardrobes: cottage suits; French plate mirrors; large and superior fire-proof sales, made by Evans & Watson; 2 superior fire-proof sales, 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 sildes, magicanar apparatus, microcope, etc.

Important Sale at the Auction Rooms.

Important Sale at the Auction Rooms.

FUBLICATIONS OF THE LATE REV. ISAAU
LRESER, DECEASED, JEWISH BIBLES, DAILY AND FESTIVAL PRAYER-BOOKS, SERBONS AND CONTROVERSIAL WORKS, ETC.,
IN ELEGANT BINDINGS.
On Monday Atternoon,
September 14, at 4 o'clock, at the auction rooms, by
catalogue.

985t

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

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER WAKERS, BLACK, SMITHS, and FOUNDERS, having for many years been in successful operation, and been excinsively engaged is building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propeliers, 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 Fins Tubular and Cylinder Boilers, or the best Pennsylvania charcoal irou. 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 as the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for

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

JACOB C. NEAFIE,

JUHN P. LEVY.

BEACH and PALMER Streets.

BEACH and PALMER Streets.

1. VAUGHN MERRICK. WILLIAM H. MERRICK
1. OHR R. COPR.

SOUTHWARK FOUNDRY, FIFTH AND
WASHINGTON Streets.
FRILADELPHIA,
MERRICK & SONS,
IENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service,
Bollers, Gasometers, Tanka, Iron Boats, etc.,
Castings of all kinds, etther iron or brass.
Iron Frame Room for Gas Work, Workshops, and
Relirosd Stations, etc.,
Retorts and Gas Machinery, of the latest and most
improved construction.
Every description of Plantation Machinery, also
Sugar, Saw, and Grist Mills, Vaccum Pans, Oil
Steam Trains, Defecators, Filters, Pumping, Engines, etc.
Sole Accepts for N. Billeng's Patent Sugar Rolling

gines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centringal Sugar
Draining Machines. 6 302

TRUSSES.

"SEELEY'S HARD RUBBER TRUSS,
No. 1847 OF ESNUT 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. Pils
Instruments Shoulder Braces, Elastic Stockings fo
weak limbs, Suspensions, etc. Also, large stock hee
Leather Trusses, half usual price. Lady in attensauce.

1291wim

FITLER, WEAVER & CO.,

MANUFACTURERS OF MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC., No. 23 North WATER Street, and

NO. 22 NOTED WALLAWARE AVENUE.

PRILADELPHIA.

EDWIN H. FITLER, MICHAEL WEAVER.

CONHAD F. CLOTHIES. 214 OHN CRUMP.

CARPENTER AND BUILDER, SHOPS: NO. 212 LODGE STREET, AN NO. 1788 CHESNUT STREET, PHILADELPHIA

WILLIAM S. GRANT,
OOMMISSION MERCHANT,
Ne. 8 S. DELAWARE Avenue, Philadelphia,
Dupont's Gunpowder, Redned Nitre, Charcosi, Etc.;
W. Baker & Co.'s Chocolate Occos, and Broms,
Crocker, Bros, isk Co.'s Yellow Motal Sheathings,
Bolts and Nalls,