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HOLLAND.

Amsterdam and Other Dutch Towns. From "Good News,"

Amsterdam is one of the finest cities in Eqrope, but one of the most pocular places a traveller can see. The houses are all of brok, solid and capacious; the streets generally are wide, often planted with trees, thronged and wharves teeming with life; shoas alled with wares from every part of the globe. It is a rich city. You see at once that here is one of the great centres of trade, one of the great depots of exchange. Amsterdam is built on piles. Every street has a canal in the are perpetually pessing, giving to the whole city an air of activity which you scarcely see a twhere e.se. The houses have a most all settled upon their foundations and scarcely a single one stands perfectly percea-Leaning every way, some of them lead so much that, in the narrow streets, a few of which you see even in A nsterdam, they nearly touch one another at the top. This gives the whole city a strenge, tomble down look; and almost makes you alraid to trust yourself in some places. A stranger in merely walking through Amsterdam will find constantly infinite anusement. He will notice the novel and picture-que combination of water, trees bridges and shipping in the very heart of the city, the quaint buildings in many of the streets with gables to the sidewalk, the sledges used for carts, the uw ul stating and gaping turkshe ds before wineows of hardware stores, the enormous pipes exposed for sale in toy shops, the draw-bridges constantly opening and shutting, the clean, neat women with their tidy cap and white aprons, and their glating silver and gold ornaments on their beats, white, perhaps, their feet are eneased in huge wooden shoet, with which they so climbing along, making a noise like a horse. And while he admired many things, he will to constrained to laugh sometimes outright at the neverty of the whole scene enacting before he eyes. One thing he will be soon per-fectly sure of; and if he has been in France, and especially that, before, he will be sure that everything here is perfectly clean. Dust and all kinds of uncleanliness is the universal abhorance of all Ho, land. Anything that water, sided by the broom and the moo, can wash away or remove is sure to be removed. Every shop and house is sure to be clean if it is no-

The State House in Amsterdam is one of the noblest bursings in Europe; ample, solid, and imposing, it is worthy of the enterprise and the wealth of a great commercial capital. It contains a me very fine pictures, and is the residence of the King of Holland when he comes to the city. Louis Napoleon resided here some time, and there were sailt in the apartments which be occupied some memorials of him shown. The churches are noble old minsters in the medieval style, but having been stripped in the time of the ketornation of all their pictures, and be walls whitewashed, they look bare; and, as places of Protestant worship, are about as uncomfortable as can well be imagined. The Botanic Garden and the Zoological Collection are in good taste, and as extensive and well arranged as anything you see in Europe, with the exception of Regent's Park. The Zoological Gardens in London have no parallel in the world, I suppose. We wandered through the streets of this strange city with peculiar feetings, reading the names on the sign-boards, and won lering as we saw those which were familiar to us, whether those who bore them retained any recollection of those who had wandered from thence into our own distant land, and whether they would be willing to acknowledge kindred with two strangers who had come from that land to look at the home of their ancestors.

From Amsterdam we made an excursion one

day to Brocck, celebrated as the cleanest and neatest place to the world; and, in fact, it is so. It contains about eight hundred inhabitants, mostly merchants, landed proprietors, stock-holders, and other persons of fortune who have retired here to spend their leisure and enjoy You leave your carriage at the inn by thr side of the village and proceed to inspect it on foot. There is not a street in it, or bridge. wide enough to admit a carriage. A notice on a board warns strangers that they are not to smoke within the precincts of the town without a stopper on their pipes. The parrow streets intersecting it are paved with bricks or small petbles set in patterns; the paths are strewed with clam shells; the leaves even from the trees are carefully swept up every morning. The houses are not large, standing with their gables to the street. constructed of boards and scrupulously painted white or green, many of them in a kind of florid, grotesque style, which is neither Greeian, German, nor Chinese. One has a pasteboard-looking front intended to represent a temple; another is painted in all colors, as it were a theatre; another is as plain as can be; while still another seems to be the queerest, thing you ever saw, something between a birdcage and a Chinese temple. The front door is always closed, except on occamons of a funeral. a wedding, or a christening; and, though the marble steps are washed every day, no toot ever steps upon them except upon these extraordioccasions.

We were admitted into one, where we saw the china all arranged in rows just as our grandmothers used to arrange it; the same little tiny cups and saucers which we admired so much in our juvenility. The fireplace, whitewashed inside, and the chimney back covered with flowered paper, the trammels sbining like silver, and the pots and kettles as bright as new coined dollars, the wood work scoured with soap and brush vntil it showed marks of giving out. You leave your shoes at the door and put on slippers and if you should bring in a particle of dust it is not improbable that you would give the good lady a fit of hysterics. We went into the school and saw the children, and they were as clean as the rest. We dined at the hotel, and the young landlady put on her best cap, her cleanest apron, and her gold ornaments to wait on us. Every-thing but the plates and knives was silver; certainly it was the cleanest dinner table furniture we had ever seen. Here the children came out of school to see us Dutch Americans, and their teacher to ask us questions, through our guide as interpreter.

## CURIOUS PHENOMENA.

Observations of the Eronaut, M. Flammarion.

In a communication addressed to the Paris Academy of Sciences, M. Flammarion gives an account of the phenomena he observed during a late scientific ascent in an air balloon. As regards sound, he states that its intensity is propagated to a considerable height in the atmosphere. Thus, he heard the whistle of a steam engine at an altitude of 3000 metres; the noise of a railway train passing, at 2500 metres; the barking of dogs, at 1800 metres; the report of a gan, the same; the cries of a large crowd, the crowing of cocks, and the noise of bells, at 1600 metres; the sound of drams and the music of an orchestra, at 1400 metres; the rumbling of carriages on a stone pavement, at 1200 metres; the hawan voice at 1000 metres (fiveeighths of a mile): the croaking of frogs at 900: and the chirping of a cricket, at 800 metres. not so in the case of a descending sound; for the voice of the seronaut, at an altitude of 100 metres, cannot make itself heard distinctly. The clouds offer no impediment to an ascending sound. The average velocity per second in the latter case is about 340 metres. The quiet waters of a lake echo the sound best upward. While the balloon moves in obedience to the current, its shadow aweeps either the earth or the clouds. It is smaller than the case is a second best to the current, its shadow aweeps that the case is the course of the course either the earth or the clouds. It is generally black, but it sometimes happens that, falling on a darker spot than isself, it assumes rather a luminous appearance. In this case, examined through a telescope, it is found to consist of a dark central nucleus surrounded by luminous penumbra. On the green trees of a forest it appears yellow. On the clouds, when they are white, and at the moment of issuing again into the pure sky with the sun shining, the air balloon is minutely depicted with all its details, and of a greyish hue. When it has reached an altitude of three thousand metres, the sky appears dark and impenetrable, in proportion as there is a diminution of mosture. The light of the rising sun appears to penetrate through every terrestrial object, while that of the moon, which is always red, seems only to glide over

Prison Incidents.

NOTES PROM SING SING STATE PRISON.

A correspondent of a Syracuse paper writes about sing Sing State Prison as follows:—
"A man was hung at the Tombs in New York a number of years ago. It came out afterwards that be and his wife had committed many courders. They would have present into murders. They would lure a person into their den, kill and rob him, then fasten his arms to theirs, his ankles to theirs, and so walk him to the river between them, and throw him in. Nothing can exceed the cold-blooded and heartless crimes they committed. The gallows was not too soon for one of them. It will not be thought strange that a son of this man occame a common thief, frequently in the Tembs and on Biackwell's Island, and at last sent to Sing Sing Prison for ten years. This young man's term expired some time since, and he is now doing well, earning an honest hyeli-hood, and bids fair to make a useful citizen. Who is there, then, so bad but that from them

we may not hope for something better?
"A man here came to be regarded as the worst convict in prison. His punishments were very severe and oit-repeated. He made two or three efforts to escape; refused to work; quarrelled with his foreman and fellow convicts; ones or twice attempted to knock down, and threatened to kill his keeper. He became disheartened, and then desperate. He was of an impulsive temperaturent, and became reckles of danger, and even of life. After repeated conversations with him, he at length pledged me Lis word to adopt a different policy, and to get no more punishment. From that day he was not punished. He seemed to regard his word to do well as sacred, as before he had regarded his vows of reveuge. He was transferred afterwards to ferred afterwards to the Auburn prison, where at the last time he was heard from his conduct was in every way commendable.
"If now and then such an abandoned case

may be reached there is no reason why thore less abandoned may not be, all the more when the appropriate and commensurate means are applied.

From one of the manufacturing towns in Connecticut the proprietor of a large establishment recently sent word here: -'If you have any more such men as R--s to turn out, send them on here. We ask for no better. We will employ as many such as you have to spare,'

"This man was reared amid baneful surroundings and with wicked associates. He made up his mind white in prison to break off his associa-tions, and with manly purpose and Caristian principle went out to seek his fortune in a new sphere, amid new surroundings, and as far as can be learned has been every way successful. "Just while writing this, a letter is received from a man who has served a term of imprisonment here to a fellow convict:-

" Lon't make a jackass of yourself again, and pass the rest of your days in prison. I talk pretty plain, but that is the way to look at these things, square in the face. A penny honestly earned is worth a dozen stolen. Some of the boys may call me "croaker," but if they choose their one year out and five years in the jug, why let them go it. I am satisfied to stay out. Take my advice, be honest and you will be all right."

A Geographical Peculiarity.

Captain T. O. White, of the Ordnance Survey Office in Edinburgh, writes to the London Athe noum:-

"The following notice of a very rare topograthe following notice of a very rare topographical feature may be interesting to your geographical readers, more especially as some, I believe, have been inclined to question the possibility of such a consignration of ground. It is an instance of a stream near its source dividing into two courses at a main water shed, and thence taking consists at the second consists of the consistency in the consists of the con and thence taking opposite sides of this water-shed, discharging by the double outlet into two distinct systems of drainage. The feature occars a few miles from Comrie, in Periashire, at the head of Glen Lednock, a tributary of the river Earn. In the absence of diagrams, which always illustrate these matters best. I must trust that the following description will be intelligible:—
"A small rivulet rises under a craggy hill, one of the 'Meal Buiche' range, which separates the drainage of the Tay and Earn. The spot 14 marked 'Creag Ulgach' on the Ordnauce Survey published p'an (6 inch sheet, 82 Pertushire), to which I would refer any one wishing further to

satisfy himself on the subject. "The stream for a short distance takes the course of a well defined gully, till it opens out into a small and comparatively flat area. So far its direction has been with the main water-shed ridge. Arrived at the flat ground, which is boggy and broken up into what are termed in Scotland peat hags, it has reached the point where its waters split off into two branches, one making for Loch Tay and becoming the 'Finglen Burn,' the other descending by way of Glen Ledrock, into the valley of the Earn. This divergence is caused by a very slight but immediate rise on the lower side of the fork, gradually swelling into a shoulder, or hump, which be-comes a continuation of the sheading ridge. When I visited the spot last November was a good, decided run of water both above

and below the divergence.
"The effect of this curious configuration of ground is to insulate a large district of Perthshire, roughly speaking, about a fifth of

the county. "Possibly nature may, after some time, in cline to one or other of the channels-a very slight deepening of either at the fork would turn the balance—but at present (of course I speak of the time of my visit) there is no doubt that the head streamlet has naturally selected and is using them both."

## Bowdoin College.

A Maine paper says:-"Dr. Leonard Woods, ex-President of Bowdoin College, arrived home on Saturday, after a sojourn in Europe of fifteen months, which he has devoted to researches relating to American history. The Doctor went abroad, intending to examine the questions in which the Maine Historical Society have a spe cial interest-the facts relating to the Pophem Colony, the Gorges and Mason settlements he had an arrangement to that effect with the executive committee of the society. He soon, bowever, found bimself drawn into a larger and ers explored field, that of the early veries on the northern coast from the time of the Northmen. In this he received especial assistance from J. G. Kohl, librarian of the city of Berlin, who is the most skilled person known in carly American skilled person known in early American cartography. Mr. Kohl was once employed by our Government in this special work, but from want of an appropriation by Congress, his labors have not been made available. The executive committee of the Maine Historical Society, earning the views of Dr. Woods, and having i heir control an annual appropriation from the State, authorized him to employ Mr. Lohi to prepare reduced copies of twenty-five of the more important of these early maps, with pro-per explications, for the first volume of the new documentary collections of the society. Mr. Kohl entered upon the work with zeal, and before Dr. Woods left Germany had nearly completed it. Dr. Woods has also found many valuable documents, bitherto unknown, lating to the early period of discovery, of which he has obtained copies. Among others, the long-lost paper drawn up by Hackluyt from material furnished by Sir Walter Baleigh."

## An Insurance Anecdote.

A New York letter in a western paper has this "Two years ago I met a Californian, who was blown up on the steamer Yosemite, on the Sacramento river, some time about the year 1865. You remember the accident, one of the worst of its kind, forty or fifty persons being killed and half as many severely injured. My acquaintance, H., was asleep in his room when explosion occurred, and was thrown some two hundred feet into the middle of the river. the cabin coming to pieces and leaving him affoat in the water. It is hardly necessary to say that he awoke very speedily, and was somewhat puzzled at the nevelty of the situation. As he old the story to a little party of us one night somebody ventured to ask:

'H , what was the first thought that entered your head when you waked up in the river?" "Well,' he replied, 'I had insured my life the day before in San Francisco for twenty thousand collars. I was thinking of it when I went to sleep, and the pext I knew was when I heard the explosion and found myself in the water, I just thought, Tre got that confounded insurance company this time, sure,"

BAILROAD LINES.

At 2 P. M., via Camden and Amboy Express... 300 At 2 20 P. M., via Camden and Jersey City Ex-

At 6 P. M., for Amboy and Intermediate stations.
At 5 % and 8 A. M., 2 and 3 % P. M., for Freehold.
At 8 and 10 A. M., 2 and 3 % P. M., for Freehold.
At 8 and 10 A. M., 2 and 3 % P. M., for Trenton.
At 5 % 8, and 10 A. M., 1, 2, 3 3 % 4 %, 6, and 11 %
P. M. for Bordentown, Burlington, Beverly, and Delanco, At 5:30 and 10 A. M., 1, 2, 3, 8:30, 4'30, 6, and 11'30 P. M., for Florence. for Florence.

At 5:20 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M.,
At 5:20 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for
Edgewater, Riverside, Riverton, and Palmyra, 2 P. M.
for R. verton and 8:30 P. M. for Palmyra, 2 P. M.
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 10:30 P. M. for
Streat Pares.

At 5:20 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).

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

At 11 A. M., via Kenaington and Jersey City, New York Express Line Fare 83.

At 7 and 14 A. M., 2:30, 3:61, and 5 P. M. for Trenton and Brissol. 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, and 5 P. M. for Cornwells, Torrisdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

\*\*YHOM WEST PHILADELPHIA DEPOT,

At 9:30 A. M., 1:30, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3:25,

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.

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At 9:30 A. M., 1:30, 6:30, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tuliytown, Schenck's, Eddington, Cornwella, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheanut street, so infautes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Cheanut and Walnut within one square. On Sundays the Market street cars will run to connect with the P30 A. M., and 6 30 P. M., lines.

BELVIDERE DELAWASE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES,
From Kennington Depot.
At 7:00 A. M. for Nisgara Falls, Emifalo, Dunkirk,
Elmira, Hibsca, Oweso. Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain. etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, 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, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILBOADS,
From Market St. Ferry (upper side.)
At S.A. M., 1, 4, and 6'15 P. M., for Merchantsville,
Moorestown Hartford, Masonyfile, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown, Birningham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Cream Ridge,
Imilaystown, Sharon, and Hightstown.

Imiaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparei. All baggage ever 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, Baratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falis, 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 PHILA DELPHIA

LINES FROM NEW YORK FOR PHILADELPHIA, While leave from foot of Conriband 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. Frimadelphia.

From Pier No. 1 North River at 5:30 A. M. Accommodation, and 2 P. M. Express, via Ambuy and Camden,

WILLIAM H. GATZMER,

6:152

Agent.

DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD,
TIME TABLE,
commencing MONDAY, April 13, 1868, Trains will
save Depot corner of BROAD street and WASHINGTON Avenue as follows:—
Way-Mail Train at 836 A. M. (Sundays excepted)
for Baitimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Criskeld and Intermediate Stations.
Express Train at 1259 M. (Sundays excepted) for
Baitimore and Washington, stopping at Wilmington

Criskeld and Intermediate Stations.

Express Train at 12°0 M. (Sondays excepted) for Baltimore and Washington, stopping at Witmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3'30 P. M. (Sundays excepted) for Esitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkion, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chas'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, Clayfon, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Orisfield with Boat for Fortress Monroe, Norfolk, Portamouth, and the South.

Fassengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisicid will take the 11:00 P. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Lexy's Philadelphia at 11'00 A. M., 2'30, 5'00, 7'09,

Stopping at all stations between Philadelphia and Wilmington.

Leav's Philadelphia at 11'00 A. M., 2'30, 5'00, 7'09, and 11'30 (Gally) P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7'00 and 5'10 A. M. (Gally), 1'30 4'15, and 7'30 (Gally) P. M. The 8'16 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way-Mall; 9'40 A. M., Express; 2'25 P. M., Express; 8'25 P. M., E

DEILADELPHIA AND ERIE BAILEOAD. Through and direct route between Philadelphia, saltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region or Pennsylvania.

\*\*ELEGANT SLEEPING OARS on all Night Trains, On and atter MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Rallroad will run as follows:—

WESTWARD.

follows:

Mail Train leaves Philadelphia...

" leaves Williamsport...

Erie Express leaves Philadelphia...

" leaves Williamsport...

" arrives at Erie.

" strives at Erie.

Elmira Mail leaves Philadelphia...

" leaves Williamsport...

" leaves Williamsport...

" leaves Williamsport...

" leaves Williamsport...

" Emtra Mail leaves Philadelphia...

" leaves Williamsport...

" leaves Williamsport...

" Eastward... 11'15 A. M. 8'20 F. M. 8 50 P. M. 12'00 noon 10'05 A. M. 10'05 A. M. 8'90 A. M. 6'28 P. M. 745 P. M. Mail Train leaves Erie.

leaves Williamsport.....
r.rives at Philadelphia.

SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD.
On and aner MONDAY, September 7, trains will leave VINE Street Ferry as follows:— Mail 7'30 A. M.
Freight, with passenger car attached 9'15 A. M.
Atlantic Accommodation. 4'15 P. M.
Mail Returning, leave Atlantic

Freight, with passenger car..... 

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

DR. KINKELIN, AFTER A RESIDENCE Dis. RINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately removed to Sauth ELEVENTH Street, between MAR-BET 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 eradicate of mental and physical weakness, and all nervous debilities scientifically and successfully treated, Office hours from 5 A. M. to 97, 24. RAILROAD LINES.

PEADING BAILROAD.—GREAT TRUNK
Fennsylvania, the Bchuyikul, Susquehanna, Cumberland, and Wyoming Valleys, the Northwest, and the Canadas. Summer Arrangement of
Passenger Trains, Monday. August 3, 1898, 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 Allen
lown.

monormal accommodations, and alien for Reading and all intermediate stations, and alien fown.

Returning, leaves Reading at 650 P. M., arriving in Philadelphia at 95 P. M.

Morning Express. At 815 A. M., for Reading Lebanco, Harrisburg, Pottsville, Pine Grove, Pamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagars Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerslown, etc.

The 730 train connects at Reading with the East Pennsylvania Haliroad trains for Allentown, etc., and the 818 A. M. connects with the Lebancon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylirill and Susquehanna trains for Northumberland, Williamspors, York, Chanbernburg, Pinegrove, etc.

AFTERNOON EXPERSS.—Leaves Philadelphia at 370 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Commbis Raliroad trains for Columbia, etc.

POTTSTOWN AXXOMMODATION,—Leaver Pottscown at 645 A. M., stopping at Intermediate stations: arrives in Philadelphia at 430 P. M., arrives in Pottstown at 640 P. M. Grand and Reference of the P. M. of the P.

Philadelphia at 4 26 P. M.; arrives in Potstown at 6 40 P. M.
RFADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.
Recturning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 65 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 15 P. M.; arriving at Philadelphia at 6 45 P. M.
Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accolumodation south at 6 30 P. M. striving in Philadelphia at 5 15 P. M.
Markettrain, with a Passenger cer attached, leaves Philadelphia at 12 45 noon for Potsville and all Way Stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.

and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave rotteville at 3-34 A. M., and
Philadelphia at 3 is P. M.; leave Philadelphia for
Reading at 8-90 A. M., returning from Beading at 4-26

P. M. UHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7-20 A. M., 12-46 and 4-30 P. M. trains from Philadelphia, returning from Downingtown at 5-30 A. M., 100,

phia, recording from Downingtown at 530 A. M., 1700, and 545 P. M.

FERKIOMEN RAILROAD, —Passengers for Collegeville take 750 A. M., and 430 P. M. trains from Philadelphia, returning from Collegeville at 827 A. M., and 149 P. M. Stave lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPKESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 500 P. M., passing Reading at 1 A. M., 1700 and 1010 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pitsburg, Chicago, Williams port, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pitsburg, at 3 and 525 A. M., 335 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 250 P. M. and 1010 Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILBOAD.—775185

A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon. SCHUYLKILL VALLEY RAILBOAD.—Trains leave Pottsville at 6:45-11:20 A. M., and 6:40 P. M., re-turning from Tamequa at 5:35 A. M. and 2:15 and 4:25 P. M. P.M. SCHUYLKILL AND SUSQUEHANNA RAIL-SCHUYLKILL AND SUSQUEHANNA RAIL-ROAL,—Trains leave Auburn at 7:35 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M. P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and Wett 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.

and Pottstown Accommodation Trains, at reduced rates.

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

The fonlowing tickets are obtainable only at the Office of S. Brauford, Treasurer, No. 237 S. Foursh street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

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

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

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

Excursion fickets 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.

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

Freight Traires leave Philadelphia daily at 4735 A.

12745 woon 250 and 6 P. M. for Reading Lebanon.

Freight Trairs leave Philadelphia daily at 435 A. M., 1245 noon, 800, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Malis close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principul 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. 2.5 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. DENESYLVANIA CENTRAL RAILROAD.

Philadelphia Express.

Accommodation daily, except Saturday,
Eric Mail leaves daily, except Saturday,
Philadelphia Express leaves daily, All other trains
daily, except Sunday.

The Westein Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 to P. M., at No. 116 Market streets. ARRIVE AT DEPOT, VIZ.:-

TRAINS ARRIVE AT DECUTY 100 Cincin: atl Express 1:65 A. M. Philiadeli bia Express 7:10 A. M. Pholiadeli bia Express 7:10 A. M. Paoli Accommodation: No. 1 8:20 A. M. Parkesburg Train 9:10 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. Erie Express 5:00 P. M. Erie Express 7:00 P. M. 

Leave Chestnut Hid 7-50 A. M. 12-40, 5-40 and 9-25 P. M.

PUR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 75, 9, and 11-05 A. M. 15, 3, 454, 5, 5; 65a, 8-95 and 115 P. M.

Leave Norristown 5-40, 7, 7-50, 9, and 11 A. M., 15, 8, 65a, and 654 P. M.

Leave Philadelphia 9 A. M., 2-30 and 7-15 P. M.

Leave Philadelphia 6, 75, 9, and 11-05 A. .., 15, 3, 45, 556, 654, 80, and 115 P. M.

Leave Philadelphia 6, 75, 9, and 11-05 A. .., 15, 3, 15, 5, 65a, and 9 P. M.

Leave Manayunk 6-20, 75a, 8-20, 95a, and 115 A. M., 2, 38a, 5, 65a, and 9 P. M.

Leave Manayunk 75 A. M., 6-and 95 P. M.

Leave Manayunk 75 A. M., 6-and 95 P. M.

Leave Manayunk 75 A. M., 6-and 95 P. M.

Leave Manayunk 75 A. M., 6-and 95 P. M.

Leave Manayunk 75 A. M., 6-and 95 P. M.

Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD
Ing's Editions—Family, Pulpit and Pocket Bible
in beautiful fetyles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
portrais of families.

WM. W. HARDING, Publisher.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE BOUTE.—Shoytest and most direct line to Beshlehem, Easton, Ailentown, Mauch Chunk, Hasleton, White Haven, Wilsesharre, Mahanoy City, Mount Carnel, Phiston, Seranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passonger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

BUMMER ABRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 24, 1868, Passenger Trains leave the New Deput, corner of BERKS and AMERICAN streets, daily (Sandays excepted), as follows:—

BERKS and A M. HIGAN streets, daily (Sundays excepted), as follows:—
At 646 A. M.—Accommodation for Port Washington.
At 746 A. M.—Morning Express for Bethlehem and Principal Stations on North Ponnsylvania staliroad, connecting at Bethlehem with Lehigh Vailey and Lehigh and Susquehanna Rairoads for Easton, Altentown, Catasanqua. Statington. Maach Chunk Weatherly, Jeanesville. Hasleten. White Haven, Wilacsbarre, Kingston, Pittson, and all poldts in Lehigh and Myoming Vaileystates in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Ballroad for Mahanoy City; and with Catawissa Ballroad for Mahanoy City; and with Catawissa Ballroad for Rupert. Danville Milton, and Williamsport. Arrive at Mauch Chunk at 1256 A. M.; at Wikesbarre at 2. M.; at Mahanov City at 2 P. M. Passengers by this train can take the Lebigh Vailey Train, cassing Bethlehem at 1156 A. M. for Eastor, and polints on New Jersey Central Ballroad to New York.
At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatbord and Harveville, by this train, take Siage at Old York Road.
At 1970 A. M.—Accommodation for Fort Washington, stopping at Intermediate Stations.
At 1945 P. M.—Lehigh Vailey Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Contralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all polits in Mahanoy and Wyoming Coal Regions.
At 235 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 25 P. M.—Lehigh and Susquetanna Express for Bethlehem, Easton, Allentown, Match Chunk, Wilkesbarre, and Scranton. Passengers for Greenville tage this train to Quakertown, and for summey-town to North Wales.
At 65 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Easton and Scranton. Passengers for Easton at Intermediate stations.
At 126 P. M.—Accommodation for Landdle, stopping at all intermediate stations.
At 126 P. M.—Accommodation for Fort Washington. Fr At 645 A. M .- Accommodation for Fort Wash

At 1730 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA,
From Bethlehem at 700 and 1705 A. M., 200 and
870 P. M.
1145 A. M. and 200 P. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna
trains from Easton, Scranton, Wilkesbarre, Mahony
City, and Hazieton.
Passengers leaving Wilkesbarre at 1745 P. M. connect at Bethlehem at 8706 P. M., and arrive in Philadelphia at 870 P. M.
From Doylestown at 8725 A. M., 5700 and 7700 P. M.
From Lanadale at 7730 A. M.
From Fort Washington at 9720, 10745 A. M. and 11
P. M.

P. M. ON SUNDAYS.

Philadelphia for Beihlehem as 930 A. M.
Philadelphia for Doylestown at 206 P. M.
Doylestown for Philadelphia at 700 A. M.
Beihlehem for Philadelphia at 430 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 Fennsylvania Baggage Express Office. No. 168 S. FIFTH Street.

Express Office. No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
—OR 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., 415 P. M., 450 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depot
on east Market street, at 6-15 A. M., 7-15 A. M., 7-20
A. M., 16-45 A. M., 1-55 P. M., 420 P. M., 6-56 P. M.
On and after Monday, June 13, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 5-30 P. M.
Trains leaving West Chester at 7-50 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.
The Depot in Philadelphia is reached directly by

tion.

The Depot in Philadelphia is reached directly by
the Chesnut and a Walkut 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 3 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 E. C. Junction with Trains on
P. & B. C. R. R., for Oxford and infermediate points.

Passengers are allowed to take Westing Areaste. 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 lat, 1868. TOR CAPE MAY VIA WEST JERSEY RAIL-

POR CAPE MAY VIA WEST JERSEY RAILFerry). Commencing THURSDAY, Sept. 10, 1868.

Trains leave as follows for Cape May:

3:15 P. M., Cape May Passenger, due at 7:08 P. M.
RETURNING LEAVE CAPE ISLAND.

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, 85.

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, \$30, for sale at the office of the Company in Camden, N. J.

Through Tickets can be procured at No. 828
Chesnut street (Comtinental Hotel, where orders can be left for Baggage, which will be called for and checked at residences by the Union Transfer Comp y.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vinetand, and instermediate stations, at 8:00 A. M. and 3:0 P. M.

For Cape May, 9:00 A. M. and 3:15 F. M.

Woodbury Accommodation train at 0:00 P. M.

Bridgeton and Salem Freight Trains leave Camden daily, at 12 (noon.)

daily, at 12 (uoon.) Commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent. FREIGHT LINES FOR NEW YORK AND

PREIGHT 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 DESPATOH.

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

For New York, at 12, 24, and 5 P. M.

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

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

A slip memorandum, specifying the marks and numbers, shippers and consiguees, must in everyin stance be sent with each load of goeds.

WALLEE FREEMAN, Agent,
No. 228 S. Delaware Avenue,
Philadelpois.

PAST FREIGHT LINE, VIA NORTH DEFINISTIVANIA ReliatoAD to Witkenbare, Mahanoy City, Mount Carmel, Centralia, and all points on Lebigh Valley Ratiroad and its all points on Lenigh valley Ballroad and he branches.

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

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

[7 21] ELLIS CLARK, Agent

GAS FIXTURES.

A S F I X T U R E S.—
No. 718 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, etc., eic.
would call the attention of the public to their large and
elegant assortment of Gas Chandeliers, Pendants.
Brackets, etc. They also introduce gas-pipes into
dwellings and public buildinge, and attend to extending, altering, and repairing gas-pipes.

3 119

COAL.

B. MIDDLETON & CO., DEALERS IN COAL. Rept dryunder cover. Frepared expression for manily use. Yard, No. 125 WASHINGTON Avenue. Office No. 84 WALNUT Street.

ZURE N 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 mwi3m For sale by all respectable Grocers and Drokgisia, OHN CRUMP.

CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AN NO. 1738 CHESNUT STREET, PHILADELPHIA

PHILADELPHIA.

WILLIAM S. GRANT,
COMMISSION MERCHANT,
No. 88. DELLAWARE Avenue, Philadelphia,
ABLET FOR
Dupont's Gonpowder, Refined Nitre, Charcoal, Etc.
W. Eaker & Co.'s Chocolate Goos, and Broma.
Crocker, Bros. & Co.'s Yellow Metal Sheathing.
Bolic and Nair.

AUCTION SALES.

M. THOMAS & SQNS, NOS. 139 AND 141

HANDSOME FURNITURE, MIRRORS, BOOK-CASE, WILLTON AND BRUSSELS CARPERS, ETC. EIC.

Sept II, at 16 o'clock, at No 2012 Green street, by catalogue, the superior furniture, including handsome walnut dioing-room and library furniture, two elegant side-boards, handsome walnut book-case, Franch plate mirrors, China and giassware superior walnut chamber furniture, inc hair mattress a, fine Wilton, Bussels, and other carpets, kitchen furniture, etc.

9826

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE POSITIVE SALE OF CARPETINGS, 250
PIECES FLOOR OIL CLOTHS, ETC.
September 11, at 11 o'clock, on four months' credit,
shout 2:0 pieces ingrain, Ventuan, ilst, hemp, cottage,
and rag carpetings
Also, floor oil clothe. [955t]

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.

On Monday Morning.

September 14. at 10 o'clock, on four months' credit,

We will include in sale of Monday. September 14. at large line of rich Paris broche shawis, and long and agare black Thibet and merino shawis, ny order of Messrs. H. Hennequin & Co.

Also, 600 carions Paris bonnet ribbons, just landed,

LARGE PEREMPTORY SALE OF 2000 CASES
BOOTS, SHOES, TRAVELLING BAGS, ETC.
On Tuesday morning,
Sept. 15. at 10 o'clock, on 4 months' credit, [9 9 5t] C. D. MCCLEES & CO. AUCTIC NEERS

SALE OF 1500 CASES BOOFS, SHOES, BROGAMS, September 14, at 10 o'clock, we will sell by catalogue, for cash, 1500 cases Men's, Boya' and Youths' Boom, Shoes, Brogans, Estmorals, etc.

Also, a superior assortment of Women's, Misses' and Children's wear.

MARTIN BROTHERS, AUCTIONEERS,-No . b29 CH ESNUT St., rear entrance from Minor. Important Sale at the Auction Ro

FUBLICATIONS OF THE LATE REV. ISAAO LEABER, DI CEASED, JEWISH BIBLES, DAILY AND FESTIVAL PRAYER-BOOKS, SERMONS AND CONTROVERSIAL WORKS, ETC., IN ELEGANT BINDINGS.

September 14, at 4 o'clock, at the ancilon rooms, by catalogue.

9856

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, NO. 1118 CHESNUT Street; rear cotrance No. 1107 Sansom 51-

Fales at 1110 Chesnut street.

HANDSOME PARLOR; CHAMBER, AND DINING FOUM FURNITURE; FOUR ROSEWOOD PIANO-FORTES, LARGE MANTEL AND PIER MIRRORS, VELVET AND BRUSSELS CARPETS, OFFICE FURNITURE, CHINA, GLASS-WARE, ETC.

On Friday Morning.

At 9 o'cicck, at the Auction Store, No. 1110 Chesnut street, will be sold a large and elegant assortment of Household Furniture, comprising suits of Parlor and Library Furniture in plash, reps. and hair cicth; large and small mantel and pier glasses; oiled wainut and chamber furniture, in suits, with wardrobes to match; oak and wainut dining-room furniture; etc.

Also, muniture and carnets from facilities declicits. Also, nurn'ture and carpets from families declining housekeeping. ROSEWOOD PIANOS.—At 1½ o'clock, will be sold, HOT AND GREENHOUSE PLANTS,—At 1½ o'clock, will be sold, a Va nable and choice collection of plants in pots and tubs, from a private collection PARLOR ORGAN.—One large size parlor organ by Carbart & Needham; it has two sets of keys, thirteen stops, pedal base and swell. Suitable for church or Sunday school.

Sunday school.

Also, 3 new parler organs, by George Worth & Co.,
of Boston.

STEAM ENGINE.—Also, one steam engine in

STEAM ENGINE.—Also, one steam engine in order, one-horse power.

Eale at No. 808 Arch street, second story.

STOCK AND FIXTURES OF A PHOTOGRAPH GALLERY. ETC.
On Saurday merning.

Sept. 12th at 10 o'clock, will be soid the Stock and Fixtures of a Photograph Gallery, comprising cameras, shew cases, framed pictures, back grounds, stoves, etc. The room will be open after 8 o'clock on the morning of sale. LIPPINCOTT, SON & CO., AUCTIONEERS, ASHRURST BUILDING, No. 240 MARKET

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY
AND COUNTY OF PHILADELPHIA.
Estate of JAMES T. CALLENDER, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of kLIZA P. BARTMAN, Administratrix of the estate of JAMES T. CALLEN-UER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purposes of his appointment, on TUESDAY, 22d september, 1888, at 11 A. M., at his office, No. 524 WALNUT Street, Philadelphia.

WILLIAM KNIGHT SHRYOCK,
9 10thstust N THE ORPHANS' COURT FOR THE CITY

ENGINES, MACHINERY, ETC.

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

Drawings and specifications for all work done at 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 The subscribers have ample wharf-dock from for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc, etc for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LEVY,

BEACH and PALMER Streets.

BEACH and PALMER Streets.

J. VAUGHN MERRICE, WILLIAM R. MERRICE

OUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets.

PHILADELPHIA,

MERRICE & SONS,

JENGINEERS AND MACHINISTS,

MERRICE & SONS,

JENGINEERS AND MACHINISTS,

MERRICES, Tanks, Iron Boats, etc.

Castings of all kinds, etcher Iron or brass.

Iron Frame Rood for Gas Work, Workshops, and

Raliroad Stations, etc.

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

Every description of Piantation Machinery, also

Sugar, Saw, and Grist Mills, Vaccuum Paus, Oil

Steam Trains, Derecators, Filters, Pumping, Eaging, etc.

Sois Agents for N. Billeux's Patent Sugar Rolling gines, etc.
Sole Agents for N. Bilieux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Asplowall & Woolsay's Patent Centrifugal Sugar
Draining Machines.
6 302

STOVES, RANGES, ETC.

NOTICE,—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast from. It is very simple in its construction, and is perfectly airstight; self cleaning, having no pipes or droums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal the arrangement of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in went of a complete Heating Apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS, Nos, 1122 and 1133 MARK ET Street,

A large assortment of Cooking Ranges, Vire-board Stoves, Low Down Grates, Vendilators, etc., alway on hand.

N. B.—Jobbing of all kinds promptly done. 5107 NOTICE.-THE UNDERSIGNED

CORNEXCHANGE

JOHN T. BAILEY & CO., N. E. corner of MARKET and WATER Streets. Philadelphia.

DEALERS IN RAGS AND BAGGING
Of every description, for
Grain, Flour, Sail, Super-Phosphate of Lime, Bone
Dust, Etc.
Dust, Etc.
Large and small GUNNY BAGS constantly on hand
1224]
Also, WOOL SACES.
JCHN T. BAILEY.

COTTON AND FLAX,

BAIL DUCK AND CANVAS,

Of all numbers and brands;

Tent, Awning, Trunk, and Wagon Cover Duck

Also Paper Manufacturers, Drior Fella from one to

Also Paper Manufacturers, Brior Fella from one to

Also Paper Manufacturers, Brior Fella from one to

Also Paper Manufacturers, Brior Fella from One to

Also Paper Manufacturers, Brion, Sail Twine, etc.

Several feet wide; Pauli g, Beiling, Bail Twine, etc.

For 10 Manufacturers, Brion, Brion,