THE PERSON OF A LOCAL PROPERTY OF THE PROPERTY

LITERATURE

EVIEW OF NEW BOOKS

From J. B. Lippincott & Co. we have rea little work entitled "The Gold Key." raicis called a dramatic story, and it purports the a translation from the French. If this be the translator has succeeded in obliterating paces of French style, and the suspicion is selted that it had its origin nearer home. The rative is about one-half in dialogue, and the ther half in the form of a series of letters. It astory of love after marriage, and although

_Messra. Turner Brothers & Co. send us unleton's Journal for May 20; The Vocalist, rt 6. containing "Nothing else to do," and ther popular ballads: Godey's Lady's Book for ine, and Our Boys and Girls, edited by Ollver

ight it is interesting, and is pervaded by a high oral tone that will commend it to thoughtful

balle, for May 29. From Claxton, Remsen & Haffelfinger we sereceived the June number of The Archidural Review, edited by Samuel Sloan. This pletes the first volume of this valuable peodical, which we are glad to see has now be me firmly established. The Review is coneted with marked ability, it supplies a want at has long been experienced, and both practlly and esthetically it is up to a high mark of effence. We wish'lt success in the future, and me that its merits will be even more largely eciated by those who are interested in ar-Bectare and building than they have been in

"In Earnest; or, Edith Palmer's Motto," is a my with a moral suited to the tastes of young aders; and "Olive's World" is a religious work lapted to Sunday School libraries.

ETRUSCAN ART.

From an article in the Cornhill Magazine we lect the following paragraphs:-

In treating of Etruscan art, it is not necesry to specify its antiquarian distinctions, but by its general characteristics. The best way get at these is to study the contents of the They were excavated and built much ier the plan of the dwellings of the living, with millar disposition of chambers or halls, cor-ponding to the room required for the dead, mept when they took the form of mansoleums onuments, and were made immense labythian structures, whose ruins now seem more work of nature than of man. Interiorly they lavishly decorated with painting and sculp re in relief on the walls and ceilings. When perfect. After an experience of the ghastly s of modern sepulchres, it is with pleased hishment one enters for the first time an scan house of the dead. If it be a sepulchre therto undisturbed, the visitor finds himself, the can easily so imagine, in the presence of coriginal proprietors. The apartments openone into another have a look of domestic while the ornamentation is not confined to ological or symbolical subjects, but is inmingled with scenes of social festivity, games, nics, races, theatrical exhibitions, and whater they enjoyed in their everyday world;

us indicating that they fancied by were entering upon a new life corres ding in many particulars with their old. It another form of the Indian notion of new and etter hunting-grounds in the land of the Great firit. But the good or evil past had much to) in their minds with the reception that waited them. Guardian genii, effigies of the ngers of wrong, protectors of the good, symos of immortality, occult doctrines put into ictorial life, these looked down on them from wed roofs and frescoed walls, which were furher secured from wanton sacrilege at the hands f the living by figures of monstrous serpents d demon heads, or the snake-entwined visage the terrible Medusa. There was so the to tempt the cupidity of even the heirs in te tombs of the wealthy, that it was necessary 1869 render them awful as well as sacred to the mon imagination. Indeed, there is room for lieving that, while in some instances deposits lewels and other costly objects were made in apliance with the religious customs, they were terwards covertly withdrawn by means of a ret entrance known only to the persons inteested, if not of the family itself; perhaps left appressly by conscience-hardened workmen for esake of plunder. But, as enough has been ady secured by modern excavators to stock he principal museums of Europe, it proves that be practice of burying treasures of art was in meral respected among the old Etruscans, who, publiess thinking to need them again, wished have them within their ghostly reach.

"On entering a tomb at Volterra, I was sure centre. I asked the peasant-woman-whose lickering torch cast a mysterious shadowy light wer the pale figures that looked up to us out of teat staring eyes, with their libation-cups or overæ held invitingly out, as if to be filled—if the spirits of her ancestors still thirsted for the aid, we put it here to cool for ourselves. tems one must come to Italy to learn best by to utilize the grave-chill otherwise than as oral refrigerator or theological bugbear.

"If the tomb be anterior to the Roman fashon of burning the corpses, we often find the mobile lady or great officer laid out in state on onze biers and funeral couches, looking as in e with their jewelry or armor on them, as smpt, to all appearance, for the pursuits of or war as ever. Their favorite furniture, ases, bronzes, articles of tollet, and sometimes illdren's toys-the pet dolls and engraved imers-are placed about them ready for instant A few minutes' exposure to the air rewes the bodies to dust; but the records of their onal tastes and habits remain. The family e of some of the sepulchres is made more al by rows of portrait statues in various attiindes placed on urns of sarcophagi, and arranged in order around the chamber, very much after the manner of a fashionable reception. In those ys, guests more often reclined at banquets an sat upright. We see them, therefore, commonly in that position, and if husband and wife, decorously embracing or carressing, the arm of the man thrown lovingly over the shoulder of the partner of his home, Each is daped as in life, wearing their usual ornaments and insignia of rank. The base, which contains the ashes or bodies, is elaborately sculptured. Smetimes in full relief, with mythological or hisorical scenes, or symbols and events relating to the deceased persons. The oldest and most common of these cinerary urns are coarsely inted and modelled in terra-cotta; but the are done in marble or alabaster, under ecian influence, with occasional gilding,

These tombs are the libraries and museums Erruscan history. Without them, not only said there have been important gaps in the mals of the people, and, indeed, all real knowge of their life lost, but modern art would so have missed its most graceful and precious odels and patterns in bronze, jewelry, and astic materials in general. These offer a Most needed contrast to the graceless, clumsy. Reaningless, or victous styles of ornament which prevalled after the loss of mediaval an and before a revival of the knowledge of the jure forms of the antique Grecian taught us what beauty really is. We may estimate the Ment to which the manufacture of artistic bet that from the small town of Volsinium, the Notern Boisena, Flavius Flaccus carried off to Name 2000 bronze statues. It is believed by Name and the Etruscans were superior to the eks in the working of bronze, or anticipated on in perfecting it and the making of fietile Fases. Each nation possesses a consummate ast of its own, the origin of which in either was Comily archaic and rude, while in time both

Syles in Italy became so intermingled that it

Equires a practised eye to discriminate between

Jarre and small GUNNY RAUS constantly on hand.

Jarre and small GUNNY RAUS constantly on hand.

Syles in Italy became so intermingled that it

Freigh

Walnut

Freigh

Freigh

Walnut

Freigh

Jarre and small GUNNY RAUS constantly on hand.

Southern Italy and their artists were employed

throughout the peninsula.

"Erruscan art proper is as thoroughly characteristic and indigenous as is the Greek; but instead of a keen sense of beauty as its animating motive, there was a love of fact. It is essentially realistic, delighting in vigor and strength, and in telling its story plainly and forcibly, rather than with grace and elegance of expression. Before it was subjected to Greek influence, it was more or less heavy and exaggerated, with an nuwit big tendency to the grotesque, faulty in detail, often coarse, but always expressive, emphatic, and sincere. Ignoring the extreme principles of Greek selection, it takes more to common nature as its guide. Nevertheless, it has a lofty idealsm, or, more properly speaking, creative faculty of its own, which, as we shall see in its best art, aspires its natural truth with a feeling of the This supernal mystical element, which it has always exhibited, comes of the Oriental blood of the race. Greeian art is poetry: Etrascan, cloquence. Homer inspires both; but the ifference between them, in rendering the same hought is very obvious. "I find an essential distinction in their ideas

of death and the future life, as interpreted by heir sepulchral art. Apparently the Greek was so absorbed in his sensuous enjoyment, or so laken in his earlier faiths by the varied teachngs of his schools of philosophy, that he formed no very precise notion of his condi-lon after death. In its most spiritual aspect don after death. In its most spiritual aspect it was vague and shadowy, very beautiful and soctical in the interior sense of some of his myths, but lacking the exhortative and punitive character of the more fixed and sterner Egyp-tian and Etruscan dogmas. Respect for the gods, beauty, heroism, enjoyment, leaving the hereafter to expound itself, or viewing it fancifully these were in the main the sentiments and feel ngs at the bottom of Greek theology. But the Etruscan was far more practical and positive, notwithstanding the large admixture of Oriental nysticism in his belief. Indeed this positiveness nay be traced back to a strong element of unnestioning faith in Asiatic ancestors, whose maginations were extremely susceptible to the spiritual influences of unseen powers, and were also opposed to the partheistic ideas of the more intellectual Greeks. None had it stronger than the Persians and Jews. Descending from them, it rooted itself deeply in the creeds of Christendom-firmest and severest in Protestantism. As all know, whenever it has come in col-lision with science, religion is apt to require the atter to give way, or be denounced as heretical. In this connection it is interesting to note how far the Etrusean idea of the future coincides with

Bismuth.

Bismuth is a metal which shines with all of the mes of the rainbow, and is so exquisitely beauiful, that, when it was first discovered, the niners called it Wiesenmatte, or meadow-lawn. The original name was soon contracted into Wissmatt, then into Wismuth, by which it is at present known in Germany; and, finally, to accommodate the French, who have a constitutional objection to the letter W, it was called Bismuth, and this is the name by which all of the Latin races now know it.

The ancients make no mention of it: even Piloy, who knew a little of everything, is silent upon this point; and there would appear to be no "lost art" in which bismuth played any part. In fact, it is not more than a hundred years since a number of the most learned scientific men of Europe stoutly maintained that it could be made artificially, and was not, therefore, a simple body. After the properties of the metal became well understood, search was made for it everywhere, and it was found to occur native in a number of localities—the principal mines being in Saxony, where it appears associated with nickel and cobalt to the extent of 7 per cent. At the mines the impure ore eliquated, or subected to a sweating operation, and the drops of the metal, as they coze out, run down the pipes into iron kettles. In this way the crude ingots

are prepared for commerce.

Pure bismuth is a reddish-white metal, closely resembling antimony. It is so brittle that we can pulverize it in a mortar as we would a stone, and yet, at certain temperatures, it is more or less tenacious, and can be drawn into thin wires.

LUMBER.

SPRUCE JOIST.

1009	SPRUCE JOIST, HEMLOCK. HEMLOCK.	1009
1869 s	SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHOICE PATTERN PINE, PANISH CEDAR, FOR PATTERNS RED CEDAR.	1869 s.
1869	CAROLINA FLOORING, VIEGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK.	1869
1869	WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK.	1869
1869	UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED OEDAR. WALNUT AND PINR.	1869
1869 w	SEASONED POPLAR, SEASONED CHERRY, ASH, THITE OAK PLANK AND BOARD HICKORY.	1869 s.
1869	CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.	1869
1869	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1869
1869	CEDAR SHINGLES, OYPRESS SHINGLES, MAULE, BROTHER, No. 2500 SOUTH	1869 a co., i Street.

ESLER & BROTHER'S U. S. BUILDERS' MILL, Nos. 24, 26 and 28 S. FIFTEENTH St.

We offer this season to the trade a larger and more su

Wood Mouldings, Brackets, Balusters, Newell Posts, Etc.

The stock is made from a careful selection of Michigan Lumber, from the mills direct, and we invite builders and contractors to examine it before purchasing elsewhere.

Turning and Scroll Work in all its varieties. 5 6 2m LUMBER UNDER COVER.

ALWAYS DRY.

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No. 924 RICHMOND Street.

PANEL PLANK ALL THICKNESSES.
1 COMMON PLANK, ALL THICKNESSES.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and
4½. SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumbe for sale low for cash.
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CROCERIES AND PROVISIONS.

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PROVIS

TERR

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-Pauli Accommodat'n, 10:30 A. M., 1:10 and 9:30 8:00 A. M. Fast Accommodat'n, 10-36 A. M., 1-10 and 9-39 P. M.

Fast Line 11-50 A. M.

Erie Express 11-50 A. M.

Harrisburg Accommodation 2-30 P. M.

Lancaster Accommodation 4-00 P. M.

Parkesburg Train 5-30 P. M.

Cincinnati Express 5-00 P. M.

Erie Mail and Pittsburg Express 10-46 P. M.

Philadelphia Express, 12 Night,

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

TRAIN		HVE.	AT DE	POT	viz.		
Cincinnati Exp						3.10 A.	Z
Philadelphia E	xpres					6.50 A.	3
Paoli Accommo	dat'n	8:20	A. M	3.4	0 and	17:20 P	ð
						9:35 A.	
Fast Line			1.60	100		9:35 A.	. 1
Parkesburg Tra	sin.					9.10 A.	
Lancaster Trai	n .					12:30 P.	
Erie Express				1		4:20 P	
Day Express .				4		4-20 P	
Southern Expre					•	6.40 P	
Harrisburg Acc			on			9.40 P	

JOHN F. VANLEER, Jr. Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street. SAMUEL H. WALLACE, SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raliroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

General Superintendent, Altoona, Pa.

1869. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

At 6.30 A. M., via Camden and Amboy Accom. \$2.25 At 8 A. M., via Camden and Amboy Express... 3.00 At 2 P. M., via Camden and Amboy Express... 3.00 At 6 P. M., for Amboy and intermediate stations. At 6.30 and 8 A. M. and 2.00 P. M. for Freehold.

At 2 P. M. for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 2, 3:30, and 4:30 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30
P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

PROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for
Trenton and Bristol. And at 10:15 A. M. and 6 P. M.
for Bristol.

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-

At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacoay, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT,

Via Connecting Bailway.
At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Parc, \$3-25. At 11-30 P. M., Emigrant Line. Farc, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Tren-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Franklord.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run
dally All others, Sundays excepted. daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

FROM RENSINGTON DEPOT. At 7:30 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Alientown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and Intermediate Stations. Intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARKET STREET PERRY (UPPER SIDE) At 7 and 10 A. M., 1-30, 3-30, and 5-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. Incentown, Birmingham, and Pemberton. At 7 A. M., 130 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. 11 10 WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.— FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SORANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

winesoare, Manahy City, Fitseton, and Tunkhannock.

9:45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
and Scranton.

At1:45 P. M. (Express) for Bethlehem, Mauch
Chunk, Wilkesbarre, Pittston, and Scranton.

At5:40 P. M. for Bethlehem, Easton, Allentown,
and Manch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 10.45 A. M. and 11.39 For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 From Doylestown at 8:35 A. M., 4:55 and 7 P. M. From Lansdale at 7:30 A. M. rom Fort Washington at 10.45 A. M. and 3.10

P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

West Jersey Railroads,—spring ar

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER

TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15

P. M.

MORNING EXPRESS.

At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 730 A. M. train connects at READING with East Fennsylyania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-25 A. Ma, stopping at Intarnediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M.
READING ACCOMMODATION.
Leaves Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-16 A. M.

A. M.

Returning, leaves Philadelphia at 5-15 P. M.; arrives in leading at 8-05 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8-05 P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-19 P. M., Connecting at Reading with Alternoon Accommodation ing at Reading with Alternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15

Market train, with a passenger car attached, leaves Philadelphia at 1245 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at CHESTER VALLEY RAILROAD.

Passengers for Downlingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downlagtown at 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN RAILROAD,

PERKIOMEN RAILROAD,
Passengers for Skippack take 7:30 A, M, and 4:30
P.M. trains from Philadelphia, returning from Skippack at 8:16 A, M, and 1:00 P, M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPICESS FOR PITTSBURG AND THE WEST.

NEW YORK EXPIGSS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing iteading at 105 A. M., and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Fittsburg, Chicago, Williamsport, Elwica Baltimore etc.

mira, Baitimore, etc.

Returning Express train leaves Harrisburg on arrival of Tennsylvania Express from Pittsbarg at 5-50 and 5-50 a. M., and 10-50 P. M., passing Reading at 5-44 and 7-31 A. M., and 12-50 P. M., and arriving at New York at 11 A. M. and 12-20 and 5 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg without change. out change.
A Mail Train for New York leaves Harrisburg at

8-10 A. M. and 2-05 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD.

Trains icave Fottsville at 6-45 and 11:30 A. M., and 6-40 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL
Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Themont. Returning from Harrisburg at 3:80

P. M., and from Tremont at 7:40 A. M. and 5:35

P. M., and from Tremont at 7:40 A. al. and 5:35 P. M. TICKETS.

Through first-class lickets and embrant tickets to all the principal points in the North and West Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one day only are sold at Reading and intermediate stations by Reading and Poitstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradiord, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52.50

each for families and firms, SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points at reduced rates. CLERGYMEN
Residing on the line of the road will be furnished with cards entitling themselves and wives to

tickets at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fires, 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.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT THAINS
Leave Philadelphia daily at 4:35 A. M. 12:45

Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points be-

yond.

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.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 314, 334, 4, 4 35, 5 06, 5 34, 0, 6) 2, 7, 8, 9, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 7, 7) \(\frac{1}{2}, 8, 8 \cdot 20, 9, 10, 11, 12 \)
A. M., 1, 2, 3, 4, 4\(\frac{1}{2}, 5, 5\) \(\frac{1}{2}, 6, 6\) \(\frac{1}{2}, 7, 8, 9, 10, 11 \) P. M.
The 8-20 down train and 3\(\frac{1}{2} \) and 5\(\frac{1}{2} \) up trains with not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10 A. P. M.

Leave Germantown at 8 15 A. M., 1, 3, 6, and 934 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 54, 7, 9, and 11 P. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M.,

1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

9:25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 715, 9, and 11:05 A. M., 11c, 8, 45, 5, 515, 62, 8:05, 10:05, and 11:05 A. M., 11c, 8, 45, 5, 515, 62, 8:05, 10:05, and 11:14 P. M. Leave Norristown at 5:40, 61, 7, 7%, 9, and 11 A. M., 11c, 3, 416, 614, 8, and 9:4 P. M. The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's Lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONSAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington way Mail Train at 8:30 A. M. (Sundays excepted),

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymout, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chese's, and Stemmer's Bun.

Night Express at 11-00 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Shagnolia.

Passengers for Fortress Monroe and Noriolk will

Passengers for Fortress Monroe and Noriolk will

WHAINGTON THAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Stations.
Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:90 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Frace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

ment, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A. M. and 4:30 P. M.

The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:00 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 4:20 P. M.

excepted) at 5-40 A. M., 9-25 A. M., and 4-20 P. M. Trains leaving Wilmington at 6-30 A. M. and 4-15 P. M. will connect at Lamokin Junction with the 7-90 A. M. and 4-30 P. M. trains for Baltimore Cen-

tral Railroad.
Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

W EST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1869, Trains will

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 Leave West Chester from Depot, on East Mar, ket street, at 6 25 A. M., 7 25 A. M., 7 40 A. M., 10 10 A. M., 10 5 P. M., 4 50 P. M., and 6 45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12 30 P. M. and 5 45 P. M.
Leave B. C. Junction for Philadelphia at 5 30 A. M.
and 1 45 P. M.
Traine leaving West Chaster at 7 40 A. M. will

and 1-45 P. M.

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-25 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The

ears of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A.

Leave B. C. Junction for Philadelphia at 6.00 M. WILLIAM C. WHEELER, 4 105 General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,

THE GREAT OIL REGION OF PENNSYL Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erle Railroad will run as

follows:--

" Williamsport 6:30 A. M.

arrives at Lockhaven 7:45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie 11:15 A. M.

" Williamsport 12:20 A. M.

" arrives at Philadelphia 9:25 A. M.

ERIE EXPRESS leaves Erie 6:25 P. M.

" Williamsport 7:50 A. M.

" arrives at Philadelphia 4:10 P. M.

Mail and Express connect with Oil Creek and

Allegheny River Railroad.

Baggage checked through.

Baggage checked through.
ALFRED L. TYLER, General Superintendent.

ROOFING.

R E A D Y R O O F I N G .—

STEEP OR FLAT ROOFS
at one-half the expense of tim. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S
ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon,
the best and cheapest in the market.
W. A. WELTON,
No. 711 N. NINTH Street, above Coates, and
2175
No. 818 WALNUT Street.

TO OWNERS, ARCHITECTS, BUILDERS
AND ROOFERS,—Roofs! Yes, yes, Every size and kind, old or new. At No. 548 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are solling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the hest ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Ducable. No cracking, pealing, or shrinking. No paper, gravel, or heat, Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!
Agents wanted for interior counties. Agents wanted for interior counties.

4.281 JOSEP H LEEDS, Principal.

TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported
ASPHALTIC ROOFING FELF
In quantities to suit. This roofing was used to cover the
Paris Exhibition in 1867.
MERCHANT A. CO. Nos. 517 and 519 MINOR Street

ROOFING.—LITTLE & CO., "THE LIVE ROOFERS." No. 1298 MARKET Street. Every description of Old and Looky Roofs made tight and way ranted to keep in repair for five years. Old Tin Roofs made equal to new. A trail only required to insure satisfaction. Orders promptly attended to. 38 8 3m

OLD GRAVEL ROOFS COVERED OVER with Mestic Slate, and warranted for ten years.

HAMILTON & OODRFER,
No. 45 S. TENTH Street.

COPY

DEAFNESS.-EVERY INSTRUMENT THAT D science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADERIKA'S, No. 115 S. TENTH Street, below

AUD TION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE, STOCKS, ETC. minde:—
MOUNT VERNON, No. 2022—Modern Residence.
MOUNT VERNON, No. 1837—Gentoel Dwelling.
SIXTH (North), No. 422—Valuable Residence.
OAE LANE, 8 nores—Figurat Country Seat.
OLD YORK ROAD and OAE LANE—Gentry Place. PHTTVILLE, Twenty-second ward-Frame Dwelling

of Tacres.
(COUNTY LINE ROAD Country Place, 6 neres.
(COUNTY LINE ROAD Country Place, 6 neres.
(CHESRUT, N. B. corner of Third Five story Building.
AECH, No. 2805 Modern Residence.
(LINTON County, Fosna Holl Acres of Land.
(LILYON Loss, 50, 22), and 22 Valuable Stores.
No. 21 Nos. 50 and 52 Buildings Location.
AECH, Nos. 50 and 52 Buildings Location.
AECH, Nos. 52 and 42 Eleven Brick Dwellings.
ERIFFH, SIVENTH, and FIFZWATER—Largs Lot,
three Fronts. tree Fronts.
SECOND (South), Nos. 222 and 224 - Stores and Dwellings.
TUENFU'S LANE, near Breed - Large Lot, II acres.
SPRUUE, No. 1123 - Modern Residence.
CPUSNUT, Nos. 1700, 1702, 1704, and 1708 - Right Value.

is Residences.

(H11.D. Sweth), No. 507.—Tavara and Dwelling.

(ENTH (North), No. 558.—Modern Residence.

(ROAD) and THOMPSON, S. W. corner.—Regant. FENTH (North), No. 1318, Modern Residence, BROAD and THOMPSON, S. W. corner Regant Residence.
FILERRY, No. 1625—Brick Besidence.
FILERRY, No. 1625—Brick Besidence.
FILERRY, No. 1625—Brick Dwelling.
LONBARD, west of Twenty-thrit—Large Lot.
NOUTH, No. 162 Besidence.
SECOND (North), No. 152—Store and Dwelling.
TENTH (South), No. 152—Store and Dwelling.
SECOND (South), Nos. 242, 244, and 246—Valuable Stores.
BROAD (North), No. 1625—Elegant Residence.
SUMMIT, Unesnut Hill—Elegant Mansion.
YORK, west of Twenty third—Genteel Octages.
SEVENTH (North), No. 1625—Centeel Dwelling.
VINE, No. 417—Genteel Dwelling.
VINE, No. 417—Genteel Dwelling.
Full particulars of the above in handballs and catalogues.
BANK AND OTHER STOCKS.
Hill shares Philadelphia National Bank.
16 shares Philadelphia National Bank.
16 shares Commercial National Bank.
16 shares Commercial National Bank.
16 shares Commercial National Bank.
18 shares Commercial National Bank.
18 shares Compeny.
Schares Fance Hostrance Company.
1 share Philadelphia Labrary Company.
28 shares Hortcultural Hable.
19 shares American Buttonhole Machine.
8 shares Continental Hotel Company of Baltimore,
19 shares American Buttonhole Machine.
8 shares Continental Hotel Company of Baltimore,
19 shares Same Line Company of Baltimore,
19 shares Swenteenth and Ninetsenth Streets Passanger Rollway Company.
1 share Seventeenth and Ninetsenth Streets Passanger Rollway Company.
1 share Scomments and Ninetsenth Streets Passanger Rollway Company.
1 shares Company of Baltimore,
19 shares Seventeenth and Ninetsenth Streets Passanger Rollway Company.

gos Railres Seventeenth and American Streets Passag gos Railres Company.

1 share Point Breeze Park.
2009 Philadelphis and Baltimore Central Railread.
100 shares Empire Transportation Company.
16 shares Spring Garden Insurance Company.
Catalogues now agady.

5 21 3t

MARTIN BROTHERS, AUCTIONEERS. No. 529 CHESNUT Street, rear entrance from Minor. Sale at No. 207 South Tenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
ELEGANT CHAMBER SUIT, FINE BRUSSELS
AND OTHER CARPETS, FINE OIL PAINTINGS,
ETC. ETC.

ETC. ETC.
On Tuesday morning.
May 25, at 10 o'clock, at No. 207 South Tenth street, by eath egns, the handsome walnut parior furniture, suits of handsome oiled walnut chamber furniture; fine oil paintings, "St. Peter at the Gate of the Temple." Washington, Landscepe, etc.; the Brussels and other carpets, gas consuming stores are

ming stoves, etc.
May be examined early on morning of sale. 5 18 6t. Sale at No. 1705 Wallace street.

HANDSOME WALNUT FURNITURE, HANDSOME WILTON AND BRUSSELS, CARPETS, ETG.

On Thursday morning,

2th inst., at 10 o clock, at No. 1705 Wallace street, by catalogue, the entire Household Furniture, handsome walnut and hair-cloth parlor furniture, oak dining-room furniture, bandsome walnut chamber furniture, fine hair mattresses, teather beds, handsome Wilton and Brussels carpets, handsome secretary and bookcase, large library table, chims and glassware, kitchen furniture, etc. etc.

May be examined on morning of sale.

1 518 8t.

DUNTING, DURBUROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, ETC., On Monday Morning. May 24, at 10 o'clock, on four months' credit. 5185t SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning, May 25, at 10 o'clock, on four months' credit. 5 19 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, May 27, at 10'0'clock, on 4 months' credit, [5 21 58

BSCOTT'S ART GALLERT, No. 1020 CHESNUT the Market street line run within one square. The

SPECIAL SALE OF CARPETINGS, OIL CLOTHS, WINDOW SHADES, ETC.
On Tuesday Morning.
Eith instant, at 10% o'clock, at Scott's Art Gallery, No. 10:20 Chesnut street, will be sold, the entire stock of a firm declining business, comprising tapestry. Brassels, ingrain, three-ply, and Venetian carpets; oil cloths: wincow shades, etc., in lots to suit purchasers.

Sale without reserve.

52134

CONTRIBUTORS SALE OF PAINTINGS.

We intend making a sale of Paintings during the coming week at our Art Gallery, No. 10-20 Chesnut street. Persons desirous of contributing should do so at once.

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOO I'S, SHOES, BROGANS, ETC., On Monday Morning, May 24, at 10 o'clock, including a large line of city made

N. B.—Sale every Monday and Thursday. BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Dry Goods, Notions, Millinery Goods, and Stocks of Goods solicited. [3 27 tf KEENAN, SON & CO., AUCTIONEERS, NO FIRE AND BURGLAR PROOF SAFE

ME SEVERE TEST AND GREAT TRRUMPR

MAISER'S FIRE-PROOF SAFES, At the Great Fire and entire destruction of the MAMMOTH SKATING RINK, TWENTY-FIRST

OF

AND RACE STREETS. The MAISER SAFE used by Mr. Proskauer, the Caterer, at the great Odd Fellows' Ball, was taken from the roins the day after the fire, and opened on the ground, before an immense crowd of spectators. Notwithstanding that it had been at a white heat for a long time, the contents were found to be wholly

The hero has returned to his companions at MAISER'S SAFE STORE.

No. 434 RACE Street, 53 mwflm L. M A I MAISER,

FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 434 RACE Street.

STOVES, RANGES, ETO. NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed
as to once commend itself to general favor, being a combination of wrought and east iron. It is very simple in its
construction, and is perfectly airtight, self-cleaning, having no pipes or drums 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 than any furnace now in use. The hygometric condition of the air as
produced by my new arrangement of evaporation will at
these semonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would
do well to call and examine the Gelden Eagle.

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Gooking Ranges, Fire Board

A large assortment of Cooking Ranges, Fire-Board toves, Low Down Grates, Ventilators, etc., always on innd.
N. B. -Jobbing of all kinds promptly done. 5 105 THOMSON'S LONDON KITCHENER
THOMSON'S LONDON KITCHENER
OF EUROPEAN RANGE, for families, hotels, or
public institutions, in TWENTY DUFFERENT
SIZES, Also, Fhiladelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard
Stoves, Bath Bolleys, Stew-hole Plates, Boileys, Cooking
Stoves, etc., wholesale and retal, by the manufacturers,
SHARPLE & THOMSON,
11 55wfmsm No. 2019 N. SECOND Street.

BEST AVAILABLE

Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware william J. SEWELL. Superintendent.

Leave Philadelphia at 9 A. M., 2 4, 4, and 7 4 P. M. Leave Manayunk at 7 4 A. M., 1 1, 6, and 9 4

N. F. corner of MARKET and WATER Streets, Freight train leaves Camden daily at 12 o'clock, DEALERS IN BAGS AND BAGGING

P. M. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.