A Hereditary Lieptomaniac.

The history of Miss Augusta Colburn, the sed kleptomaniae, now in jail at Concord. supposed kleptomaniae, now in jail at Concord, N. H., and charged with stealing an immense smeant of clothing, bedding, fancy articles, and lewelry from many prominent families in the above city, where she was employed as a swingwoman, is a very sad but romantic one. She was born in Wentworth, N. H., and is now allile over thirty years of age. Her home is one of the most respectable in the county where she lived, and her parents and connections are esteemed for their many good qualities. Miss colburn had the misfortune to have been born while her mother was in a state of insanity, and mental infirmities of the mother were transmitted to the child. The not unusual result of such circumstance was an incredicable antipathy gween the mother and daughter. Subsequently he requently recurring attacks of insanity of he former led to the placing of the child with her grandmother, where she was tenderly cared or and kindly brought up. She developed isto a pleasant and sweet-tempered child, and was beloved by all who knew her. When about seventeen years of age she became engaged to a most estimable young man, with whom she had been acquainted from childhood. was rich only in good habits and enterprise; and ambitious to do well, he left the grants bills of his native State, and in the far West he gight to make a home for his affianced bride Fortune favored him, and in a few years he was marly ready to return to New Hampshire to chim her who had so long been the centre this affections and his hopes. The preparathe two for the West were nearly completed, when Miss Colburn received the sad and enfrely unexpected intelligence of the sudden geness and death of her lover. This terrible Now cast a blight over her prospects for life, and gloom and melancholy settled upon her. The infirmity which she inherited from her pather showed itself at various times, and sad walts were feared. Suddenly Miss Colburn sappeared, and it was soon found that she gone to work in one of the factories Nashua, where she hoped to forget her able. Soon her health commenced to fail, d she then went to Concord as a seamstress, ere she was trusted and esteemed by many at the time of the breaking out of the late Miss Colburn was again engaged to be arried, the gentleman knowing all the circumances of her previous life. With her blessing conlisted in the 2d New Hampshire Voluneers, and never returned. His captain said he was one of the bravest of his command, and was last seen doing his whole duty in the thickest of the first Bull Run fight. It is seldom that a young woman of Miss Colburn's is called upon to experience so many trials ad disappointments; and it is not strange that Concord, where she is best known, she has sympathy of all who are acquainted with or who know the facts of her checkered life With the exception of the one charge now laid her, her life is supposed to be a blameless one. mong those who are now preparing to do for er all in their power, with the hope that the d may yet be removed from her mind, and that the world may yet have some happiness in

English Fortifications.

In April, 1868, a committee was appointed by then Secretary of State for War, Sir John akington, in order to inquire into the state of he new fortifications erected under Lord Palmerston's Fortification act. The report is dated pril 28, 1869, and has just been presented to firliament. It is a document of about 125 pages. The committee commence their report by dealling the circumstances under which the fortifations were begun. The original estimate was £11,850,000, but this was reduced, by knocking off various contemplated works to 16.570,000. The commissioners at that time said that their estimate was only approximate, but they had every reason to believe that it would be found sufficient. "This expectafion, say the committee, has not been realized, and the cost of the works has very greatly exceeded their estimate. In fact, it was found almost immediately that the land would cost £300,000 and the works £380,000 fover 10 per cent. It is now calculated that he total cost will be £7,951,437. This increase sascribed to various causes. First. The confraction of several of the works on a much larger ale, and adapted for a greater number of guns, in those recommended by the commissioners. Second. The necessity for having recourse to lon structures. Third. A considerable rise in price of both labor and materials. Fourth. forescen difficulties in obtaining foundations lifth. A larger demand for the site than was at first expected. Unfortunately, the increase tost in the works actually is not the only addiion to the expenditure which, according to the mmittee, will have to be incurred. y, "There can be no doubt of the great of the works that have been conacted, and the formidable obstacle which w would oppose to the enemy; but to give these vital points that complete protection memplated by the royal commission, it would necessary, whenever the danger of attack ht arise, to take immediate measures for uring the weak points left in the lines by omissions alluded to." After stating that rumors of the unsound and insecure condiof the works are "greatly exaggerated, y go on to consider the strength of the works sary to resist naval artillery, and they come the conclusion that walls of granite and sonry 14 feet 6 inches thick will be found flicient, but that it will be necessary to substitute concrete or some other hard material for arth in the parapets. They attack great import

mee to the Monerief system. The Italian Army.

The Italian Minister of War has just published report on the army, and especially on the opeons of the conscription. This document emaces a period of two years, from the 1st of clober, 1866, to the 30th of September, 1868, d the results of the levy for the class of 1846 ontingent of which was fixed at 51,000. The lowing are some of the figures given:-At the as 496,883; and at the latter, 515,460; of whom II,108 were under the flag, and 304,352 on unmited leave. The officers with their corps ere 62,141, and those waiting for commissions of others unattached, 3765. The rank and file asist of 449,554 men, being 23,229 sergeants 563 corporals, and 387,652 privates. latter 349,828 are from 21 to 25 years of age, 137,373 from 26 to 30, the rest being older test of them reckon from two to five years wice. During the last two years the force is augmented by 146,389 men; but, on the ther hand, it lost 124,907, of whom 1544 were sioned off, 5514 deserted, and 9704 died; 2106 Meers left the service for various reasons; all rest being sent on furlough. The young inscribed on the lists for 1845 were 168,929, sponding to 1108 per cent, of the popula-The proportion in France, for 1866, was ale 0.861 per cent.

An English Nickname.

expression "goddem," as signifying an ishman, is of most respectable antiquity, marchals makes "Figaro" declare it is the adwork of the English language, on which, essential basis being once given, a great vaw of phrases may be composed. But this was peculiar to Beaumarchais. "Goddem," father "un goddem," in the French of the sple, signifies, and has signified for at least enturies and half, simply an Englishman. religious commemoration is being held leans. In one of the discourses pronounced act was recalled that before going into at the gates of Orleans the Maid was ed some lunch, which she declined, saying it: I will come and eat it presently with a Mem." "Gardez le, je viendrai le manger Met avec un goddem." There is a touch of less in this reply, which is novel but not ally disagreeable in the mouth of the charm-foung heroine and saint whom the Bishop of is now proposes should be officially sanon-

It has been ascertained that the genus Pules irritans (the common fica) is possessed of more than tenfold the average strength of insects at all proportionate to its size. The great muscular ower of the flea has for ages past been known, articularly to entomologists; but no attemp cems to have been made to accurately measure ts force contrasted with other insects. lowever, now stated that the greatest mean effort of the flea is equal to as much as 500 times its own gravity; that of the small sedura to about 200; various other apterons tribes are measured at from 80 to 95, while he average force of the coleoptera, bretle species, is put down at about seventy-five times their own weight, the common cockchafer being sixteen only. It is also shown that the comparative strength of the weakest cnown aptera considerably exceeds that of any known specimen of the vertebrata. Professor kitchingman, of Brussels, has extended his experiments by endeavoring to train several spesuch an extent that one has been induced to run backwards along a very fine silken cord, pulling behind it a single-wheeled suspended ear. others, placed at each end of a small slip of wood, balanced upon a pivot, leap up and down at command given by a peculiar movement of the hand. A fourth, independent of compulsion, pulls back its tinv leg to fire off a ministure cannon. Among other surprising feats of the kind, the Professor has succeeded in training a beetle to swing to and fro a la Leotard, and is now endeavoring to teach an insect to propel a minute model velocinede.

A Chicago Notable in San Fran-

cisco. A San Francisco correspondent gives an ac-count of Mollie Trussell, who shot and killed her paramour in Chicago a few years since, and was tried for his murder, and who narrowly escaped merited hanging because jurors had some squeamishness about hanging a woman. She was sentenced to imprisonment in the State Prison for life, and after she had remained there she experienced a change of heart-experienced religion-or rather convinced her keep ers that she had; sympathy was awakened, and a plea for her pardon circulated and signed by ever so many persons. She was pardoned and immediately disappeared from the vision of the Chleagoans, and turned up in San Francisco, where she soon became the proprietress of a house of ill-fame. The fact that she was the amous Mollie Trussell attracted a great many isitors to her house, and she became quite a

lon among a certain class.
Since her advent there, she has been twice beore the police court for assaulting persons with bowie-knife, and now she has come before the ublic again in the character of a procuress. The daughter of a well-known merchant was missed from her home, and a search resulted in her being found in Mollie's bagnlo. As the father desirous of keeping the matter from becoming ublic, for the sake of his young and beautiful aughter, the matter will be hushed up, and Mollie may escape merited punishment.

Something Desirable.

A London mechanic has invented a self-registering ballot-box, which it is claimed will effectully prevent stuffing or tampering with the bal-

ts. It is thus described:—
The machine is arranged for three candidates and two seats, with the capability of enlarge-ment when necessary. The elector being pro-vided with two balls, deposits them in the holes above which are recorded the names of the candidates whom he wishes to support. These holes are in the upper part of the machine, which presents the appearance of a large, irregularly shaped cabinet. The balls having been deposited (and each aperture is only large enough for one ball, thus preventing the possiof a fraudulent increase of votes), the voter closes a lid over the holes, and the setting in motion of a spring causes the balls to fall into receptacle at the side of the machine, and at the same time registers on separate dial-plates at the base the number of the votes, and the fact of the elector having voted. These operations are entirely concealed from the clerk, who sits on the other side of the machine, and, should be attempt to tamper with the instrument by improperly touching the spring, a voter is registered, but no votes. Plumping is to be provided for by a separate slit, entirely distinct from the register. The model registers up to one thousand, and some idea of the ingenuity with which it has been constructed may be derived from the fact that some of the internal wheels have been formed out of half-pence.

ENGINES, MACHINERY, ETO.

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

Drawings and specifications for all work done at the esta-

bove business.

Drawings and specifications for all work done at the estalishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs
f boats, where they can lie in perfect safety, and are proided with shears, blocks, falls, etc. etc., for raising heavy
ish't saights.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

MERRICK & SONS SOUTHWARK FOUNDRY,

No. 430 WASHINGTON AVENUE, Philadelphia, WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S

PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE

HYDRO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwf

J. VAUGHN MERRS

SOUTHWARD WASHINGT

Muscular Power and Instinct of RAILROAD LINES. Insects.

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 hours:-

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

MORNING EXPRESS. MORNING EXPRESS.

At 8 15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carliste, Cham-

falo, Wilkesbarre, Pittston, York, Carlisie, Chambereburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Raiiroad 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 Raiiroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

bia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at in-tarmediate stations; arrives in Philadelphia at 8.40 A. M. Returning, Icaves 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. Returning, leaves Philadelphia at 5-15 P. M.;

Returning, leaves Fhiladelphia at 5-15 P. M.; arrives in Reading at 8-05 P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 5-45 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 5-45 P. M.
Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-19 P. M., Connecting at Reading with Afternoon Accommodation ing at Reading with Afternoon 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 Pottaville and all way stations; leaves Pottaville at 7:30 A.M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
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

4.25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate solute take the 7-30 A. M., 12-45, and 4-30 P. M. trains rom Philadelphia. Returning from Downingtown

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 8:15 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 EXPRESS FOR PITTSBURG AND THE WEST.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Fennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3:50 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. Sleeping 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 Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6-45 and 11-30 A. M., and 6-40 P. M., returning from Tamaqua at 8-35 A, M., and 2-16 and 4-36 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD, Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 1215 noon for Pinegrove and Tremont. Returning from Harrisburg at 3.80 P. M., and from Tremont at 7.40 A. M. and 5.85 P. M. TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading,

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate sta-tions by Reading and Pottstown Accommodation

Trains, at reduced rates.

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

COMMUTATION TICKETS. At 25 per cent. discount, between any points de-

sired, 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 fares, 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

MALLS
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 TRAINS
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 beyond.

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 2, 1809, FOR GERMANTOWN. 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. minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

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. 118 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8-00 A. Paoli Accommodat'n, 10-38 A. M., 1-10 and 9-30 P. Fast Line 11:50 A.

Eric Express 11:50 A.

Harrisburg Accommodation 2:30 P.

Lancaster Accommodation 4:00 P. Parkesburg Train
Cincinnati Express
Eric Mail and Pittsburg Express
10 45 P. M.
10 45 P. M.

Philadelphia Express, 12 Night.
Eric 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 This 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

TRAINS ARRIVE AT DEPOT, VIZ .:-Cincinnati Express 5-10 A. M.
Philadelphia Express 5-50 A. M. Paoli Accommodat'n, 8-20 A. M., 3-40 and 7-20 P Erie Mail 9-35 A. M., 3-40 and 7-20 P.
Fast Line 9-35 A.
Parkesburg Train 9-35 A.
Lancaster Train 12-30 P.
Erie Express 4-20 P.
Day Express 4-20 P.
Southern Express 9-20 P. Day Express . 4:20 l Southern Express . 6:40 l Harrisburg Accommodation . 9:40 l

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent,

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent,

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Despit

. 9.40 P. M

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner pulses taken by special contract. owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa. 1869. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARP. At 8.30 A. M., via Camden and Amboy Accom \$2.25 At 8 A. M., via Cam. and Jersey City Ex. Mail 3.00 At 2 P. M., via Camden and Amboy Express... 3.00 At 6 P. M., for Amboy and intermediate station At 6 30 and 8 A. M. and 2 90 P. M. for Freehold. . M. for Long Branch and points on R. and

At 8 and 10 A. M., 2, 3.30, and 4.30 P.M. for Trenton, At 8 and 10 A. M., 2, 3 30, and 4 30 P. M. 107 I renton, 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 Esigewater, 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 (unper side).

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 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's. Torresdale, Holmesburg, Tacozy, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York At 11:30 P. M., Emigrant Line. Fare, \$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 Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Janes will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD

BELVIDERE DELAWARE RAILROAD
LINES,

PROM REBISINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 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 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 FERRY (UPPER SIDE).

At 7 and 10 A. M., 1'30, 3'30, and 5'30 P. M., for Merchantville, Meorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1'30 and 3'30 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. Hightstown. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT ARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sun-At 7.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston,

RAILROAD LINES.

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Particulars in handbills and catalogues.

SALE OF REAL ESTATE AND STOCKS, no 1, at 12 o'clock, noon, at the Exchange, will in

GIRARD AVENUE, Nos. 626, 528, 530, 532, 631, and 538

ast Girard Avenue.

RICHMOND S. W. of Otis, stone and brick dwelling.

GERMANTOWN AVENUE, below Master—Desirable

ot.
CHARLETTE, below Master—Desirable lot.
ST. JOHNS, No. 827—Frame dwelling.
ABINGTON ROAD, Chelten Heights—Country seat, 22

FIFTH (North), No. 855 - Modern residence, WEST WALNUT LANE, near Green-Desirable resi

ence. SANSOM, west of Tenth-Large and valuable lot, three

SCHUYLKILL CO., PENNSYLVANIA-Coal lands,

FRANKFORD AVENUE, No. 1813-Brick dwelling and

ables.
SECOND (North), No. 2021—Store and dwellings.
MARKET, No. 2020—Stores and dwellings.
JOHNSON, southwest of Green, Germantown—Elegant

esidence.

SIXTH (North), No. 85; Modern residence.

ERIE, No. 728 Gentsel dwelling.

TENTH (North), No. 1742 Modern dwelling.

HARROWGATE LANE Dwelling and stable.

GASKILL, No. 23; Brick Owelling.

WESTMINSTER AVENUE and Markoo Street Large

OHESNUT, No. 1905—Elegant residence.
THIRD (North), No. 37—Valuable store.
SECOND (North), No. 1327—Brick dwellings.
CREASE, No. 1331—Genteel Dwelling.
GROUND BENTS—4819 a year.
COUNTRY SEAT—3034 Acres, Lansdale, Montgomery

COUNTRY SEAT-20% Acres, Lansdale, Mentgomery county, Pa.
LYBRAND, No. 225 - Genteel Dwelling.
E1GHTH (North), No. 1419 - Modern Residence.
TWELFTH (North), No. 216 - Modern Residence.
SEVENTH (North), No. 216 - Modern Residence.
WALDEN, No. 218 - Genteel Dwelling.
TENTH (South), No. 283 - Store and Dwelling.
WHAETON, No. 231 - Modern Dwelling.
GERMANTOWN Avenue, No. 1231 - Modern Residence.
GASKILL, No. 316 - Desirable Dwelling.
TWELFTH (South), No. 1161 - Gentsel Dwelling.
SEVENTH (North), No. 1161 - Gentsel Dwelling.
CAMAC, Nos. 2024 and 2026 - Modern Residence.
CAMAC, Nos. 2024 and 2026 - Modern Residence.
CAMAC, Nos. 2024 and 2026 - Modern Residence.
CAMAC, Nos. 2024 and 2026 - Modern Dwellings.
WEST, No. 502, Middle Ward, Camden, N. J. - Desira ©

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

MARTIN BROTHERS, AUCTIONEERS.

No. 5:29 CHESNUT Street, rear entrance from Minor.

Sale No. 147 North Eighth Street,
STOCK OF LADIES' AND GENTS' FURNISHING
GOODS,
On Saturday Morning,
At 16 c'clock, at No. 147 North Eighth street, stock of
gent's furnishing goods, including fine merino underwoar
line white shirts, hosiery, neck ties, suspenders, kid and
silk gloves, etc.

Peremptory Sale at No. 52 1 Chamber Street, ELEGANT WALNUT PARTOR OF AMBER, AND DINING ROOM FURSTURE, ETC.

On Monday Morning,

list inst., at 10 o'clock, at the auction rooms, No. 529 Chesnut street, by catalogue, very elegant furniture, including Idsuits elegant chamber furniture, of the latest and most stylish designs and patterns, finished in oil and varnish; handsome walnut parlor suits, in fine terry and hair cloth; elegant lounges; centre tables; bouquet tables; elegant oak and walnut buffet sideboards; handsome wardrobes; dining-room chairs; book case; hat stands; umbrella stands, etc.

The stock was manufactured in the most elegant manner, expressly for first-class retail sales, and will be sold without reserve, the owner ratiring from business.

May be examined with catalogue on Saturday. 527

Sale No. 924 Sprace street.
SURPLUS HOUSEHOLD FURNITURE. 2 FINE FRENCH PLATE MANTEL MIRRORS, FINE BRUSSELS AND OTHER CARPETS, CANTON MATTING, ETC.

On Tuesday Morning,
June 1, at 10 o'clock, at No. 924 Sprace street, surplus household farniture, including parlor, dining-room, and chamber furniture, etc.

525 St.

Sale No. 927 Ontario street.
SUPERIOR HOUSEHOLD FURNITURE,
On Thursday Morning.
June 3, at 10 o'clock, at No. 927 Ontario street, between
Thirteenth and Broad streets, above Poplar, the entire
superior household furniture, fine imperial carpets, feather
beds, mattresses, sitchen furniture, etc.
May be seen early on morning of sale.

527 64

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 31, at 10 o'clock, on four months' credit. 525 56

LARGE SPECIAL SALE OF BONNET AND TRIM-MING RIBBONS. On Monday, May 31, a complete assortment of bonnet and trimming ribbons, by order of Messrs. Dreyfus & Kohn. 5 27 3t

SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning,
June 1, at 10 o'clock, on four menths' credit. 5 26 56

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS, On Thursday Morning.

June 9,1800'clock, on 4 months' oredit. . [5 28 56

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

SALE OF 1500 CASES BOOTS, SHOES, BROGANS,

N. B.—Sals every Monday and Thursday.

On Monday Morning,
May 31, at 10 o'clock, including a large line of city made

JAMES HUNT, AUCTIONEER, S. W. COR-ner FIFTH and SOUTH Streets.
REGULAR SALFS at the Auction Store, every SAT-URDAY Morning, of Household Furniture, Housekeep-ing Articles, etc., received from families quitting house-keeping.

BSCOTT'S ART GALLERT, No. 1026 CHESNUT

BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR-

oveiling.

STOCKS, RTC.

10 shrees United Firomon's Insurance Co.
1 share Point Breeze Park Association.
55 shares Empire Transportation Co.

ilk gloves, etc.
May be examined morning of sale,

PRUADELPHIA, WILMINGTON, AND BALTIMORE RAHLROAD. TIME TABLE.—Commencing MONDAY, May 10, 1859.—Trains will
leave Depot corner Broad street and Washington
avenue, as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted) for

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, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:90 P. M. (Sundays excepted), for Haltimore and Washington, stopping at Chester, Thurlew, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasse's, and Stemmer's Run.

Night Express at 11:30 P. M. (Infly), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Fassencers for Fortress Monroe and Norfolk will take the 12:00 M. train. take the 12-00 M. train.

Administrator's Sale.

Estate of Peter A. Reyser, deceased.

ELFGANT FURNITURE, GHAND PIANO, SUPPRRIOR PARLOR ORGAN, BILLIARD TABLE,
MIRRORN, OIL PAINTINIS, BRONZES, INDIA
AND FRENCH CHINA, HORSES, CARRIAGES,
FARMING IMPLEMENTS.

On Saturday Morning.
May 29, at 10 oletek, at the residence of the late Peter
A. Keyner, Green street, between Washington and Johnsen streets, Gormantown, by catalogue, the entire furniture, comprising elegant resewood and ebony-linish and
walnut parlor, dining-room, and chamber furniture; grand,
action foetswe plano, made by Schomacker, large and saperier parlor organ; superior walfurt bookcase; ebony-linish
cabinet ince French chate intrees; valuable oil painting;
real bronze ornamenta; fine india and French china; rich
cut glasse handsome velvet and English Brussels carpets;
lime hair mattresses; feather beds; large assortment of
kitchen utensils, etc.

Also, suborior-billiard table, marble bed.

HORSES, CARRIAGEN, COWS, ETC.

Also, pair bay pomies, farm horse, 2 cows, 2 calves, 5 curiages, carts, large lot barness, farming implements, workbench, carpenters' tools, lot lumber, etc.

VERY ELEGANT GOUNTEN SEAT

Trevious to the sale of furniture will be sold, by order of
the Orphans' Comr, the elegant country soat known as
"Engle Wald," with mansion, stable, carriage-bouse, ste,
etc., about 54 acres.

Particulum to handbulle and catalogues.

5252 WILMINGTON TRAINS. Stopping at all Stations between Philadelpala and Wilmington,
Leave Philadelphia at 11-90 A. M., 2-30, 5-90, and 7-90 P. M. The 5-90 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, Leave Wilmington 6:30 and 8:40 A. M., 1:30, 4:15, and 7:00 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; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nelia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAUROAD TRAINS.
Stopping at all stations on thester 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 Carattached.

tween Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia dally (except Sundays) at 100 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 420 P. M.

Trains leaving Wilmington at 530 A. M. and 415 P. M. will connect at Lamokin Junction with the

7'00 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 Steeping 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. WEST CHESTER AND PHILADELPHIA TRAILROAD.—SUMMER ARRANGEMENT.—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

P. M.
Leave West Chester from Dopot, on East Mar.
ket street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10
A. M., 1-55 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 1-25 P. M.

Leave B. C. Junction for Philadelphia at 5-30 A. M. 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 4-35 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 chesters for stations above Media will take 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 cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15

P. M.
Leave West Chester for Philadelphia at 7.45 A.
M. and 4.45 P. M.
Leave B. C. Junction for Philadelphia at 6.00
A. M.
LLIAM C. WHEELER, WIGeneral Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

Elegant Steeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:--

MAIL TRAIN leaves Philadelphia. . 10.45 P. M. Williamsport 8.15 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 Oll Creek and

Mail and Express Cond.
Allegheny River Enlirond.
Baggage checked through.
ALFRED L. TYLER, General Superintendent.

STOVES, RANGES, ETO. NOTICE .- THE UNDERSIGNED

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 cast from. It is very simple in its
construction, and is perfectly air tight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is
so arranged with unright flues as to produce a larger
amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as
produced by my new arrangement of symporation will at
once demonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy atmosphere.
These in want of a complete Heating Apparatus would
do well to call and examine the Golden Eagle.

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street.

K EENAN, SON & CO., AUCTIONEERS, NO

HER MAJESTY CHAMPAGNE. DUNTON & LUSSON. 215 SOUTH FRONT ST.

THE ATTENTION OF THE TRADE IS solicited to the following very Choice Wines, &c., for DUNTON & LUSSON.

215 SOUTH FRONT STREET. CHAMPAGNES,—Agents for Her Majesty, Duc de Montebelle, Carte Bleue, Carte Blanche, and Chas. Farre's Grand Vin Eugenie and Vin Imperial, M. Kleeman & Co., of Mayence, Sparkling Moselle and RHINE WINES,—MADEIHAS.—Old Island, South Side Reserve, SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Goiden Bar, Crown, &c.

PORTS.—Vinho Velho Real, Vallette and Crown, CLARETS.—Premis Aine & Cie., Montferrand and Bordenux, Clarete and Sauteres Wines, GIN.—'Meder Swan."

BRANDIES.—Hennessoy, Otard, Dupuy & Co.'s various vintages.

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO. DEALERS IN Doors, Blinds, Sash, Shutters,

WINDOW FRAMES, ETC.,

N. W. COBNER OF EIGHTEENTH and MARKET Streets. PHILADELPHIA.

COPY AVAILABLE BEST

Land, River, and M.
Boilers, Gasometa,
Castings of all kinds, either fron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and Railcoad Stations, etc.

Retorts and Gas Machinery of the latest and most im-Retorts and Olse proved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defeators, Filters, Pumping Eugines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Neumyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines

GIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

WORKS, TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.
No. 26 NORTH WHARVES No. 27 NORTH WATER STREET, PHILADELPHIA. RLIJAH CATTELL.

THE ADAMS EXPRESS COMPANY, OFFICE No. 326 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM,

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 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. ON SUNDAYS. Leave Philadelphia at 0.15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and 9-26 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 714, 9, and 11 05 A. M., 114, 3, 414, 5, 514, 014, 8 05, 10 05, and 11 14 P. M.
Leave Norristown at 5:40, 514, 7, 714, 9, and 11 A.
M., 114, 3, 414, 614, 8, and 914 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. ON SUNDAYS. Leave Philadelphia at 9 A. M., 214, 4, and 714 Leave Norristown at 7 A. M., 1, 5 and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 714, 9, and 11:05 A. M.,
114, 3, 414, 5, 514, 64, 8:05, 10:05, and 11:4 P. M.
Leave Manayunk at 6:10, 7, 714, 8:10, 914, and 1114
A. M., 2, 314, 5, 634, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M.,

Leave Manayunk at 714 A. M., 114, 6, and 914

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

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. From Fort Washington at 10-45 A. M. and 3-10 P. M.

Philadelphia for Bethlehem at 9:30 A. M. 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 RANGEMENT From foot of MARKET Street (Upper Ferry).
Commencing THURSDAY, April 1, 1869.
TRAINS LEAVE AS FOLLOWS:— For Cape May and stations below Millville, 3:15

P. M. For Millville, Vineland, and intermediate sta-tions, 8-00 A. M., 3-15 P. M. For Bridgeton, Salem, and way stations, 8-00 A. M. and 3:30 P. M. For Woodbury at 8:00 A. M., 3:15, 3:39, and 5:00 Freight train leaves Camden daily at 12 o'clock,

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

STEAM PASTE MANUFACTORY, No. 10 CTEAM PASTE MANNE Makers, Book-hinders, Trunk makers, Paper-hangers, and all who use PASTE, will find this made by Steam, without lumps, more adhe-sive and far botter and cheaper than can be made in the sedinary way

DEAFNESS.-EVERY INSTRUMENT THAT DEAF NESS.—EVERT INSTRUMENT THAT
science and skill have invented to assist the hearing
in every degree of deafness; also, Respirators; also, Orandall's Patent Crutches, superior to any others in use, at P.
MADEIRA'S, No. 113 S. TENTH Street, below
Obessut.

ARZELERE & BUCHEY, Custom House Brokers and Notaries Public, No. 405 LIBRARY STREET.

PASSPORTS PROCURED. WOODLANDS CEMETERY COMPANY.

ALL CUSTOM HOUSE BUSINESS TRANSACTED.

The following Managers and Officers have been elected for the year 188:—

ELI E. PRICE. President.

William H. Moore.
Samuel S. Moore.
Samuel S. Moore.
Samuel S. Moore.
Ferdinand J. Dreer.
Gelies Dallett.
George L. Bugby.
Bedwin Greble.
Secretary and Treasurer. JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 AROH Street, or of any title Managers.