Byron at Venice.

The following interesting letter appears in the London Athenousis-VERSAILLES, May, 1869.—I regret to learn

that Madame Guiccioli has made so free with my name and opinions respecting Lord Byron. hope she does not also say that I enjoyed the advantage of her acquaintance at Venece, for although I cannot absolutely say I never saw ber, I can safely assert the next thing to Lord Byron was also very kind to me and having three horses at the Lido (the long island which separates the Laguna from the sea), offered me the use of one of them Sometimes he called for me on his way there, sometimes I went to his house to meet him On one of these occasions, while he was at his breakfast, a female crossed the room, entering on one side and leaving it at the opposite door, in whose appearance there was nothing to attract attention, and I actually took he for one of the maids of the house, learning only from him when she had passed that i was Madame Guiccioli. If I had met her five minutes later I should not have recognized her, so little had I observed her. I certainly did not approve the life Lord Byron led a Venice, and as far as I felt myself warranted in so doing never acrupted to tell him so; but we were nearly of the same age, which, with our different positions in life, would have only rendered me ridiculous if I had affected to play the Mentor with him. In all my intercourse with him I almost invariably found him cheerful and good-natured: or if at moa previous letter I-have said he led "a foolish, disgust with the very life he was leading which

ments he was less so, he accounted for it by saying his foot caused him much pain. This I have no doubt was very often the case. In disreputable life," on which account I well remember to have told him he made himself ridiculous in the eyes of every one, and I have little doubt it was his made him take a dislike to Venice, and glad of the opportunity the connection he about this time formed with Madame Guiccioli offered him to quit it altogether. It was pretty evident to me that he at first cared little for her, however much his vanity may have been flattered on seeing the impression he had made on a young lady of rank in society so different from the other women he had known since his arrival in Venige; and it depended on the toss up of a halfpenny whether he would follow her to Ravenna or return to England. To this latter step I strongly advised him; but the dread of the reception he might meet with there, and the encouragement he received from Madame Guiccioli to follow her, prevailed over his better genius (not meaning nyself), and decided his fate. Allegra was the daughter of a young English girl, a kind of connection of Mrs. Shelley, whom he met at Geneva, where Madame Guiccioli wishes to represent his life as a pattern of morality. She was not by any means an amiable child, nor was Mrs. Hoppner or I particularly fond of her; but we had taken her to live with us, not thinking Lord Byron's house (he living at the time with another woman) a very proper one either for the infant or her nurse, a young Swiss girl, who, besides, had no kind of experience as to the care of children. She died in a convent at Ravenna, in which Lord Byron placed her when he followed Madame Guiccioli there. Lord Byron was occasionally annoyed by the impertinence of English travellers, who forced their way into his house, or followed him about; but he was far from showing any disgust with them in general, frequently coming to meet strangers of an evening at my house, though he well knew when he came there that he would not find us alone. I don't believe that Lord Byron was naturally of a saturnine disposition, but think character in his early writings was merely poetical fiction. His love of pleasure and the eagerness with which he pursued it certainly seem to prove him to have been anything but a melancholy disposition. During the Carnival at Venice he was a constant attendant at the Ridotto, a kind of masked ball, where he witnessed scenes which supplied him with materials for his 'Beppo.' He had always a box at the Fenice Theatre during the season. He passed his evenings at one or other of the three houses occupied by Venetian ladies, where strangers had an opportunity of secing something of Venetian society, and he readily took part in any amusement that was offered him, to which he was always willing to contribute his share. So far I am able to confirm Madame Guiccioli's opinion, that he was not of a misanthropical disposition; but this has nothing to do with the life he led at Venice; and she is decidedly wrong in asserting that I was his constant companion of an afternoon, unless she alludes to our rides together on the Lido, as I only spent the evenings with him when he came to my own house, or when I met him in the visits he paid to those of the Venetian ladies

Lady H----, who saw Lord Byron frequently at Genoa, and also Madame Guiceioii, assured me she was convinced he went to Greece to get away from her, which I can well believe, as he had lived four years with her-three more than, according to his own account, it was in his nature to live with any R. BELGRAVE HOPPNER,

I have mentioned. I visited him sometimes

in his box at the theatre, but this is not what

Madame Guiccioli would wish to infer.

THE ECCENTRICITY OF WOMAN.

A German Old Maid Travelling in Africa.

From the Evening Post. Fraulein Tinne is exceedingly rich, by no means ugly, and for years has led a wandering life, braving and outliving dangers to which strong men have succumbed. When Speke and Grant were exploring the Nile, Fraulein Tinne, her mother, and Baroness von Capellen, her aunt, together with a large numper of servants, attempted to penetrate with their own steamer from Khartoum up the White Nile in order to reach the two explorers; but not being able to pass the rapids, and on account of sickness, they were compelled to return, after reaching Gondokoro, to Khartoum. The Von Henglin expedition came shortly afterwards to Khartoum, intending to get to Waday; but this being found impossible, Von Heuglin and Dr. Steudner determined to explore the country between the Nile and the Lake Tchad, when the ladies resolved to accompany them. They explored the Bahr-el-Ghazal (the western tributary of the White Nile) as far as Lake Req; then proceeded to Bouga, in the country of the Dor, Dr. Steudner dying on the way, on April 10, 1863; then with Von Heuglin alone, to Kulana, in the eighth degree of northern lati-tude, and to the Dembo or Kosanga river, when the leader was stricken down with sickness, and was compelled to give up his projected journey to the Njam Jam (tailed men?) on the river Sena. Fraulein Tinne alone returned with him to Khartoum, and then over Berber, Sanakin, and Suez (22d November, 1863) to Europe, for her mother, her aunt, and two waiting maids had fallen victims to

the African climate. The dangers which Fraulein Tinne experienced on this journey by no means caused her to give up her wanderings; she has now de-

voted herself to the mission of "exploring the innermost parts of the African continent," and again we find her on the route. She started from Tripoli on the 28th of January of the present year, and arrived at Moorzook, in Fezzan, after a journey of about two months' duration.

She travels quite leisurely, as though she were on a European tour. Having an im-mense fortune at her disposal, she has a really princely train, her caravan consisting of more than fifty persons and seventy camels. All her followers, with one exception, are either Arabs or negroes, and she herself dresses like an Arab lady. She is looked upon by the Arabs with the greatest respect, and they call her "Bent-er-Rey," that is "Queen's Daughter,"

Her long sojourn and travels in the Orient have produced in her a total abhorrence of European habits, and she is embittered against everything European. Before starting upon her last journey, she determined to go even further in getting rid of everything not African about her, and so left her own and her servants' watches in Tripoli, in order to have nothing, as she expressed it, "to remind her of the hated civilization," But she found out very quickly the need of something by which to know how time flies, and was compelled to write to the Holland Consul at Tripoli, requesting him to send her a timekeeper, not a European, but an Arabian sand clock or hourlass, with which she now manages to keep her time in a very simple manner, by having two negroes, who relieve each other night and day, attend to the mysteries of this instrument.

Fraulein Tinne intends to wait at Moorzook for some months, in part for various packages from Europe, and will use the time in underaking excursions to the Western Tuaricks. It must not be supposed that she is only a pleasure fourist. She has her employments s well as her whims, among the latter of which, besides her repugnance to civilization, she lms a thorough disregard about letting other people know what she is doing, for she refuses to write about her journeys, and does not contribute much to the increase of geographical knowledge, having no scientific accompaniment. But she is nevertheless a great lover of botany, and has a number of camels loaded solely with blotting-paper and immense collections of plants. The flora of Soudan is almost unknown to us, and she will thus probably bring home important contributions to botanic science. Fraulein Tinne intends to proceed from Moorzook southward to Bornou, and to return over Kordofan and Egypt—a task which African travellers think she cannot accomplish.

LIFE IN VASSAR COLLEGE.

How Young Ladies Deport Themselves when the Musculine Element is Excluded. The last number of the Vassar College Transcript, edited by the young ladies of that insti-tution, contains the following glimpses of female collegiate life when uncontaminated by the harsher sex:-

"Social class meetings are 'a great institution, we are sure of that. They bring the members of the several classes into closer relationship, and help to cultivate that strong class feeling which we in some degree lack. We cannot reveal the secrets of the other socials, and we certainly shall not tell our own; they are delightful, and

that's enough."
Feats of pedestrianism are also undoubtedly indulged in, for we read that—
"Botanical foot races are all the rage here this season: they come off in great numbers every clear day. By the rules of the turf no detours may be made for stone walls or ploughed ground; the prize is generally some new or rare specimen, with a name a yard and a half long. The most ardent naturalist, however, occasion

ally captures some member of the 'Animal Kingdom,' to the intense disgust of those sensithe misanthropy that figures as part of his tive mortals who scream at caterpillars and go to convulsions over a snake. In a very readable, spley article on "Elocution," the Transcript tells how the ladies of Vassar College acquire boldness to stand in an assembly of thirty critical listeners and use the whole force of their lungs. The writer says:-

Take a walk to "Sunset Hill" at almost any hour of the day, and listen. Your cars will be saluted from all sides. From the valley resounds the challenge:—"Ho! Captain of the Moorish hold, unbar thy gate to me!" as if an armed host was advancing upon a citadel; but it is only a student of Vassar College practising elecution. as she takes her sixty minutes of exercise. From the other side comes the triumphant shout of "Liberty! Freedom! Tyranny is dead!" while from the distance echoes the enthusiastic cry of "Hurrah! hurrah for Sheridan!" which the hills

prolong in answering tones. timid young lady seeks refuge behind the hill by the big chesnut trees, where she may test the strength of her voice to the utmost. First she tries it in the low pitch; then she gradually rises to the highest, next she calls aloud, halling all sorts of imaginary beings, until she finally commands a whole army to "Forward the Light Brigade!" and "Charge for the guns! in such thundering tones as to provoke a start-ling response from the neighboring pasture. the whole herd of cattle, with heads half raised, and horns directed as if ready for the charge, listening in mute astonishment to the strange command; thinking it a challenge to them, they make reply in tones not unlike her

The most astonishing mode of practice, howver, which we have witnessed, is when a young lady mounted on her steed, comes riding at furi ous pace, with colors flying, and excited to the degree of believing herself to be the gallant 'six hundred," shouts as she goes,

"Into the jaws of Death, Into the mouth of Heil, Rode the six hundred."

NEW PUBLICATIONS. BUREAU VERITAS

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classic fication of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by

the Agenta in New York.

No. 49 EXCHANGE PLACE. DHILOSOPHY OF MARRIAGE .-PHILOSOPHY OF MARRIAGE.—
A New Course of Loctures, as delivered at the New York Moseum of Anatomy, embracing the subjects:—
How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Causs of Indigention; Flatulence and Nervous Diseases Accounted for; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, pest-paid, on receipt of 25 cents, by addressing W. A. Likar, Y. Jis., S. R. corner e is IFTH and WALNITS Streets, Philadelphia 2.35

STOVES, RANGES, ETO. NOTICE.—THE UNDERSIGNED
would call the attantion 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-elsaning, having no pipes or drums to be taken out and cleaned. Attantion of the same weight of coal than anyfur
nace now in use. The hygrometric condition of the airproduced by my new arrangement of evaporation will at
once demonstrate that it is the only list Air Furnace tha
will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would
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CHARLES WILLIAMS,
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A large assoriment of Cooking Ranges, Firs-Board Stoves, Low Down Grates, Volitistors, etc., always on hand.

N. B.—Jobbing of all kinds promptly done.

5 lot

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONDAY, May 10, 1808.—Trains will leave Depot corner Broad street and Washington

way Mail Train at 8'30 A. M. (Sundays excepted), for Baltimore, stepping at all regular stations. Connecting with Delaware Railroad at Wilming-

ton for Crisfield and intermediate stations. on for Crisheld 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 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryvina, Edward, Magnolia. Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perrywille, Havre-de-Grace, Perryman's and Magnolia. Edgewood, Magnolia,

Ferryman's, and Magnolla.
Passengers for Fortress Monroe and Norfolk will WILMINGTON TRAINS, Stopping at all Stations between Philadelphia

stopping at all Stations between 2.30, 5.00, 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 Hallroad for Harrington and Intermediate Stations.

Leave Wilmington 6:30 and 8:10 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. daller all other between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs dally; 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 7-26 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL PHILADELPHIA AND BALTIMORE CENTRAL HAILROAD 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.

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. Trains leaving Wilmington at 6:30 A. M. and 4:16 P. M. will connect at Lamekin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 528 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.

Company. H. F. KENNEY, Superintendent. NORTH PENNSYLVANIA RAILROAD.— For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOWK, AND SCRANTON.

SUMMER 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 Tunk-

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1'45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 6:45 and 10:45 A. M., and

11'30 P. M.

I or Abington at 1'15, 3'15, 5'20, and 8 P. M.

For Lansdale at 6'20 P. M.

Fifth and Sixth Streets, Second and Third

Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9.20, 10.35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2 P. M.

For Abington at 7 P. M.

Doylestown for Philadelphia at 6:30 A. M. Boylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Ablagton for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express

Mann's North Fenns, 18 Street.
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent. DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

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 ears, the last ear connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets ears run within one square of the

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. will receive attention.

o'clock.

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

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

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No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 110 MARKET Street. SAMUEL H. WALLAUE, SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

General Superintendent, Altoona, Pa.

WEST JERSEY RAILROADS, SPRING AR V EST JERSEY RAILROADS.

RANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing THURSDAY, April 1, 1869.
TRAINS LEAVE AS FOLLOWS:
For Cape May and stations below Millville, 3-16

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., 8:15, 3:30, and 6:00

Freight train leaves Camden daily at 12 o'clock, Freight received at second covered wharf below Walnut street, daily.
Freight delivered No. 228 South Delaware
Evenu WILLIAM J. SEWELL,
Superintendent. RAILROAD LINES.

READING BAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, OUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, May 24, 1809.
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 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the \$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, Cumber-land Valley, and Schuylkfil and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2:33 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia and Columbia Railroad trains

POTTSTOWN ACCOMMODATION. Leaves Potistown at 6.25 A. M., stopping at in-iarmediate stations, arrives in Philadelphia at \$40 A. M. Returning, leaves Philadelphia at 4.30 P.

M.; arrives in Pottstown at 6-40 P. M. READING ACCOMMODATION, Leaves Beading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; Returning, leaves Philadelphia at 5-15 P. M.; arrives in iteading 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 Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12.45 noon, for Pottsville and all way stations; leaves Pottsville at 7.30 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 4-25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate oints take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M. and 4:30 and 5:15 P. M. trains from Philadelphia, returning

from Skippack at 8-15 A. M., 1-00, and 6-15 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.
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1.05 A. M., and 1.50 and 10.19
P. M., and connecting at Harrisburg with Pennsyland Northern Central Railroad Express rains for Pittsburg, Chicago, Williamsport, El-

mira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:35 and 5:20 A. M., and 10:55 P. M., passing Reading at 4:30 and 7:05 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 with-

through between Jersey City and Pittsburg without 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 2-15 and 4-35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7-55 A. M. for Pinegrove and Harrisburg, and at 12-15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3-80 P. M., and from Tremont at 7-40 A. M. and 6-35 P.M.

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

excursion Tokets to Finiadelphia, good for one day only, are soid at Reading and intermediate sta-tions by Reading and Fottstown 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.

Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent, discount, between any points desired, for families and firms.

MURAGE TICKETS.

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.

depot, Broad and Willow streets.

MAH.S

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 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 314, 334, 4, 4-35, 5-05, 534, 6, 614, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4¾, 5, 5¾, 6, 6¼, 7, 8, 9, 10, 11 P. M.
The 8*20 down train and 3¾ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9*15 A. M., 2, 4*95, 7, and 16% P. M.

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% P.M. CHESNUT HILL RAILROAD.

CHESNUT HILL KAILROAD.
Leave Philadelphia at 4, 8, 10, 12 A. M., 2, 3%, 5%, 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, and 10-40 P. M.
ON SUNDAYS.
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, 7½, 9, and 11.05 A. M., 1½, 3, 4½, 5, 5½, 0½, 8:65, 10.05, and 11½ P. M. Leave Norristown at 5.40, 0½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 0½, 8, and 9½ P. M. The 7¾ 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., 21/4, 4, and 71/4

Leave Norristown at 7 A. M., 1, 51/4 and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11.05 A. M., 1½, 8, 4½, 5, 5½, 6½, 8.05, 10.05, and 11½ P. M.

Leave Manayunk at 6.10, 7, 7½, 8.10, 9½, and 11½ A. M., 2, 3½, 5, 6½, 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., 2½, 4, and 7½ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

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

RAILROAD LINES.

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

FROM WALNUT STREET WHARF. At 8-30 A. M., via Camdon and Amboy Accom. \$2-25
At 8 A. M., via Cam, and Jersey City Ex. Mail 3-90
At 2 P. M., via Camden and Amboy Express... 3-90
At 6 P. M., for Amboy and intermediate stations.
At 6-30 and 8 A. M. and 2-90 P. M. for Freehold.
At 2 P. M. for Long Branch and points on R. and
D. B. R. R.

D. B. R. R.
At8 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 Hordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 1, 8:30, 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).

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 Marris-ville and Tullytown.
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 Cornwell's, Torresdale, Holmesburg, Taxoxy, Wis-sinoming, 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 Express Lines, via Jersey City. Fare, \$3-25, At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Treu-

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. Lines will rundally All others, Sundays avecated. daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD

LINES,

PROM RENSINGTON DEPOT,

At 7:36 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Blinghamton, 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, Allentown, Bethlehem, etc. Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and

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

intermediate Stations.

PROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 215, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Massonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1. and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

Hightstown. 11 10 WILLIAM H. GATZMER, Agent. WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will leave as follows:— 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., 1:55 P. M., 4:50 P. M., and 6:45 P.M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12:30 P. M. and 6:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M.

and 145 P. M.

Trains leaving West Chester at 740 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 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 Chesnut and Walnut street cars. Those the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8.00 A.
M. and 2.30 P. M. Leave Philadelphia for B. C. Junction at 7:15 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.

LIJAM C. WHEELER,

WIGeneral Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, ND THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as

WESTWARD,

MAIL TRAIN leaves Philadelphia. 10:45 P. M.

"Williamsport 8:15 A. M.

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

"Williamsport 8:50 P. M.

"Arrives at Erie 10:00 A. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

"Williamsport 8:00 P. M.

"Williamsport 10:00 P. M.

"Arrives at Lockhaven 7:45 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage shecked through.
ALFRED L. TYLER,

General Superintendent.

ROOFING.

R E A D Y R O O F I N G.—

at one-half the expense of tin. 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 SALK 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. 543 N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex reof covering, the best ever effered to the public, with brushes, caus, buckets, etc., for the work. Anti-vermin, Firs, and Water-proof; Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good work men supplied. Care, prompiness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties, 429tf JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS.—
We are prepared to furnish English imported
In quantities to sait. This roofing FELT
Paris Exhibition in 1867. Non 517 and 519 MINOR Street

A CONTING. —1.17TLE & CO., "THE LIVE ROOFERS." No. 1238 MARKET Street. Every description of Old and Leaky Roofs made tight and warranted to keep in repair for five years. Old Tin Roofs made equal to new. A trial only required to insure satisfaction. Orders promptly attended to. 383m

OLD GRAVEL ROOFS COVERED OVER
with Mastic Slate, and warranted for ten years.
HAMILTON & COORFIER.
No. 46 S. TENTH Street.

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

ALL CUSTOM HOUSE BUSINESS TRANSACTED. PASSPORTS PROCURED.

AUG FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 Peremptory Sale, Nos. 142 and 144 North Ninth street, STOCK OF LOOKING GLASSES, FRAMES, FINE CHROMO-LITHOGRAPHS, PHOTOGRAPHS, ETC., June II, at 10 o'clock, by catalogua, at Nos. 142 and 144 North Ninth street, the stock of looking glasses, handsome walnut and gift frames, layer assortance of the chromo-lithographs, framed and unframed, sugravings, photographs, etc., etc.

thotographs, etc. etc.

Being the stock of Mr. W. H. Morgan, who is declining the luviness.

May be examined on the norming of sale at 5 o'clock. THOMAS BIRCH & SON, AUCTIONERS OF AND COMMISSION MERCHANTS, Re. 1110
OHESNUT Street rear entrance No. 1107 Sameon St.

Sale at the Austion Store No. 1110 Chesnut street.
SUPERIOR HOUSEHOLD FITENTURE. PLANOFORTES, MIRRORS, ORDAR CHESTS, FIRRPROOF VELVET, BRUSSELS, AND INGRAIN
CARPETS, MILLIANS, SHOW CASE, OFFICE
FURNITURE, TABLE OUTLERY, CHINA, GLASSWARE, REFERIGERATORS, ETU.

On Friday Morana,
At 9 o'clock, at the Austion Store, No. 1110 Chesnut
street, will be sold a large assertment of superior household flurniture, compraing anits of walant chamber furniture, Uniched in eti, with wardrobes to match; suits of
parior and library furniture, covered with reps, plash and
bair cloth, suits of oak and walnut dining roun furniture,
Also, bookcases, library and centre tables; sewing and
numse ruckers; lounges, etc. ROSEWOOD PIANO FORTES.—At 1 o'clock will be SECOND HAND FURNITURE, CARPETS, ETC., BAGATELLE TABLE, Also, one bagatelle table, ELEGANT CABVED OAK SIDEBOARD.

Also, one splendid carred cak sideboard, cost \$1000, EMEROIDERING STAMP-MAKING MACHINE. MARTIN BROTHERS, AUCTIONEERS .-No. 529 CHESNUT Street, rear entrance from Minor.

Sale at 1318 North Sixth street.

ELEGANT CARVED WALNUT FURNITURE, WALNUT AND MAROGANY CHAMBER SUITS. SCHOMACKER 74 OCTAVE PIANO-FORFE FINE FRENCH PLATE MANTEL AND PIER MIRRORS, BRONZES, HANDSOME VELVET CARPETS.

Mitrors, Bronzes, Handsome Velvet OarPetts, etc.

On Monday Morning.

June 14, at 16 o'clock, at No. 1315 North Sixth street,
by estallogue, the entire furniture, including elegant
carved walnut parlor suit, covered with fine hair cloth, 10
pieces; carved/walnut etageres, centre and boaquet tables
to match; elegant fromwood 7% octave piano forte, made
by Schomacker; fine French plate mantel and pier mirrors, bronze figures, two french mantel clocks, fanny ornaments, suit elegant walnut chamber furniture, elegant
wardrohe to match; handsome suit managany chamber
furniture, elegant wardrobe to match; walnut secretary
bookcase, bair mattresses, fine cut glassware, French china
paintings and engravings, handsome velvet, imperial, and
other carpets, etc. The furniture was made to order by
Henkels, and is equal to new.

May be examined at 8 o'clock on the morning of
sale.

Sale at No. 1130 S. Ninth street.

HANDSOME WALNUT PURNITURE, FINE FRENCH
PLATE PIERI MIRROR, HANDSOME BRUSSEIS
CARPETS, CHINA AND GLASSWARE, ETC.
On Saturday Morning,
12th instant, at 10 o'clock, a' No. 1130 S. Ninth street,
below Washington avenue, the entire very superior walnut
hauschold furniture, etc.
May be seen early on the morning of sale' 68 44

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL CLOTHS, ETC. On Friday Morning, June II, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag car-petings; 1990 rolls Canton mattings, oil cloths, etc. 65-5t LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, June 14, at 10 o'clock, on four months' credit. 685t

SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Morning, June 15, at 10 o'clock, on four months' credit. 6956

C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Monday Morning, June 15, at 10 o'clock, including a large line of city-made

goods. N. B.- Sale every Monday and Thursday. [6 10 38 BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

BSCOTTS ART GALLERT, No. 1020 CHESNUT JAMES HUNT, AUCTIONEER, S. W. COR-

ner FIFTH and SOUTH Streets.

REGULAR SALFS at the Auction Store, every SATURDAY Morning, of Household Furniture, Housekeeping Articles, etc., received from families quitting house
\$25 12t K EENAN, SON & CO., AUCTIONEERS, NO

PENN STEAM ENGINE AND
PENN STEAM ENGINE AND
BOILER WORKS. NEAFIR & LEVY.
BOILER WORKS. NEAFIR & LEVY.
FRICILL AND THEORETICAL
MAKERS. BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engmes, high and low-pressures, from Boilers. Water
Tanks. Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick lespatch. Every description of patternmaking 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,
Serew Cutting, and all other work connected with the
above business.

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

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

JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Stroets. ENGINES, MACHINERY, ETO.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

PHILADELPHIA.

MERRICK & SONS,

RNGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines for
Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Bonts, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, cic.

Reteries and Gas. Machiners of the latest and most imoad Stations, etc. Retorts and Gas Machinery of the latest and most im-Hetorts and Gas Machinery of the latest and have proved construction.

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

Sole Agents for N. Ellieux's Patent Sugar Boiling Apparatus, Normyth'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. WOODLANDS CEMETERY COMPANY .-

W OODLANDS CEMETERY COMPANY.—
the following Managers and Officers have been elected for the year 1889.
William H. Moere,
William H. Moere,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entraneo for admission to the Cemetery. Tickets may be had at the Office of the Cempany, No. 813 ARCH Street, or of any of the Managers.

Office of the Company, No. 813 ARCH Street, or of any of the Managers.

C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T BAILEY
N. E. corner of MARKET and WATER Streets,
Philadelphia
DEALER IN BAGS AND BAGGING
Of every desorgiption, for Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lame, BoneDust, Etc.
Large and small GUNNY BAGS constantly on hand,
\$27

STATE RIGHTS FOR SALE. - STATE RIGHTS FOR SALE:—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, esblage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. MUNDY & HOFFMAN.

DR. F. GIRARD, VETERINARY Cattle, and all surgical operations, with efficient accommodations for horses, at his infirmary No. 990 MARSHALL Street have Poplar.

THE ADAMS EXPRESS COMPANY, OFFICE No. 324 OHESNUT Street, forwards Parcels, Pack, ages, Merchandine, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, it all the principal towns and cities in the United States, JOHN SINGHAM,