ASSASSINATION.

Particulars of the Marder of Colonel Crane by the Hon. E. M. Yerger. From a correspondent who was sent to scertain all the details of this tragedy, which occurred on the 9th inst. in Jackson, Miss., re receive the following account:-

Yesterday Colonel Joseph C. Crane, U. S. Yesterday Colonel Joseph C. Crane, U. S. A., recently appointed Mayor of this city by General Ames, was assassinated on the street by the Hon. Ed. M. Yerger. The circumsance which led to the perpetration of this most atrocious deed was the refusal on the part of Mr. Yerger to pay his taxes. He had been notified several times, and on each occasion denied the authority of the Mayor to collect, so Mayor Crane issued a warrant of disfress and levied on his piano, which was to be sold at public auction on the 16th to satisfy the amount of said taxes. Mr. Yerger was in Memphis when the property was seized, and on being informed immediately came to Jackson, and meeting Colonel Crane on the street, said, "I want a settlement of that tax business." The Mayor replied, "This is no place to talk of that matter; come to my office." Mr. Yerger took no notice of this, but angoyed the Mayor considerably by forcibly rusting himself in front of him. Mayor are stopped and said to Mr. Yerger: " spect you as a gentleman, and do not desire have an altereation on the street; I am unmed, and desire to pass on." Whereupon erger pushed Colonel Crane in the back, and d, "You Yankee ———, you shan't

"You Yankee — —, you shan't me." Colonel Crane turned to Yerger and said, "Enough of this," when Yerger immediately drew his bowie knife and plunged t into the breast of the Mayor, repeating the blow five times. Colonel Crane tried at first ward off the blows, but soon fell to the round without uttering a word, and expired. erger made no attempt to escape, did the citizens use any means arrest him, although the street was filled with people at the time. He walked to his esidence, followed by a crowd of excited legroes, who would have lynched him had slightest suggestion been made. A squad f infantry succeeded in arresting him, and onveyed him to the camp, where he was laced in irons. On his way to the camp he esired to hire a back, but General Granger nformed him that the soldiers were walking, nd he must walk with them. He also obected to being placed in the guard-house, ut General Granger was inexorable, and the aughty Southron was compelled to yield.

The Coroner held an inquest over the body,

ad, after examining a large number of witsses, gave a verdict of murder. Yerger will robably be tried by a military commission. During the war he served upon the staff of eneral Breckinridge, with the rank of Coloal, but was not especially distinguished for ny deed of daring. He has a great reputaon as a duellist and braggart, is possessed of mmanding personal presence, and is possiy one of the finest representatives of the d Simon pure Southern aristocracy. He ves in princely style, pays no debts, and is cognized as a blatant, unrepentant, unrenstructed Rebel.

Colonel Joseph C. Crane was a member of e staff of General Ames, a man of extradinary physique, very commanding, and ecidedly prepossessing. His great sense of stice wrung admiration even from those ffering from him in politics. He was a aunch, uncompromising Republican, fears, and scorned to carry concealed weapons, pending wholly upon his personal standing r protection. Mrs. Crane, while looking at the inanimate form of her husband, said to General Ames, with all the earnestness of her coman's soul, "General, slavery murdered my husband, and I do hope that you will reconstruct this State upon pure Republican principles." Mrs. Crane immediately left for the North, accompanied by Mrs. Jeffords, wife of Judge Jeffords, of the High Court of Errors and Appeals. The body of Colonel Crane will follow to-day, for his home at Dayton, Ohio.

The city has been placed in charge of the military to prevent any outbreak, which at one time seemed inevitable. A meeting of citizens was held in the Senate Chamber soon after the murder, and resolutions of regre and condolence were adopted. The better class of the Southern people regret the occurrence, while another class are loud in their praise of Mr. Yerger's murderous work. The Union men are filled with horror, and denounce the deed as an assault aimed at the citadel of loyalty. Several have draped their houses in mourning, and many flags are flying at half-mast.

ITALY.

What Unity Has Done for its Commerce. A writer in Macmillan's Magazine says:-Statistics are unsatisfatetory evidences at e best, and in the case of Italy they are gularly unreliable. In many of the States re were no trustworthy trade-returns issued: I such returns as there were have not been lected in such a form as to facilitate any mparison between the commercial developent of old and new Italy.

The last census was taken in 1861, and erefore it is impossible to say to what extent the population has increased since the unification of the country. It is, however, known that all the great towns have had a large influx of inhabitants. With respect to the exports and imports, there is no doubt bout the increase having been very large, though how large it is not easy to ascertain. In 1866, notwithstanding the injury that the war inflicted on all kinds of commerce, the imports of Italy amounted to thirty-one milns sterling in value, the exports to eighteen millions. Some idea of the character of the fereign trade of Italy may be given by the following account of the chief exports and imports for 1868, published in a recent num-

per of the Correspondence Italienne: IMPORTS. 98,000,000 Breadstuffs..... 87,000,000 37,000,000 Wines and Oil...126,000,000 Fruits..... 58,000,000 8,000,000 Flax and Linen. 32,000,000 19,000,000 ilk......177,000,000 130,000,000 Iron..... 9,000,000 50,000,000 Glass..... 1,000,000 8,000,000

These figures are insignificant, if we com-Pare them with those of English, or German, French commerce; but they are important we consider the almost total stagnation of ade in Southern Italy previous to the revoluion. And for my own part I entertain much ionbt whether Italy is likely to become a great entre of commerce for many years to come. is the fashion to talk of the inexhaustible atural resources of the Peninsula, but I ave never been able to see much proof of heir existence. An immense proportion of he superficial area of the country consists of teep mountain-sides, on which there is next no vegetation. With improved means of aternal communication, and a better system agriculture, Italy might produce much rger supplies of corn, and wine, and oil, and title, than she does at present; but then, with the increase of her production of these wicles, her consumption is sure to increase also. And in the supply of the foreign mar-

ket. I cannot but think that other nations are likely to compete withher on more than equal terias. I own, too, pending positive proof to the contrary, I feel skeptical as to Italy developing manufactures to any great extent. Not to dwell on the absence of coal and the lack of capital, I fancy the genius of the nation is not suited for factory life.

CURIOUS INTELLIGENCE.

The New York Sunday Mercury says: quite lucrative. A chiropodist on Broadway his line of trade, while a man called Sausson initates his example. The process of this enamelling is somewhat curious. The belle who would enamelling go is first examined with a microscope, and any rough hairs or fuzz which exists upon the cheeks or bust is at once removed with liniment, or plaster, medicated soap, or seissors, or tweezers even. Being thus prepared, the cheeks or bust are coated with a fine enamel, which is composed of arsenic, or white lead, or other ingredients made into a semi-paste and pleasantly scented. An ordinary coating of enamel will endure for a day or two; but to render the operation of any permanent effect, the coating process has to be re-peated twice a week for varying periods, according to circumstances, and the circumstances of its owner. The pencilling of the cyebrows, so as to render the contrast between them and the whitened face more striking, is sometimes included in the enamelling process; while the eyebrow is also trimmed or shaven, just as the moustache in

It costs a good deal of money to be well enamelled. The prices of enamelling vary, but the average price list of the various stages is about as follows:—For enamelling the face to last once or twice, from \$10 to \$15; for enamelling face and bust temporarily, from \$15 to \$25; for enamelling the face to endure one or two weeks, from \$15 to \$25; for enamelling the face and bust to last about the same period, from \$25 to \$35; for permanently (this is for six months) keeping the face in a well-enamelled condition, from \$200 to \$350; and for keeping the face and bust both in the same pleasing state, from \$400 to \$600. So that from its very cost alone, enamelling should become fashionable.

A married belle of the Fifth Avenue Hotel, two married belles of the Metropolitan Hotel, a well-known actress, and three or four prominent young ladies of Madison avenue, are, at the present date, the most enamelled of the darlings of society; but the fashion is extending. In due time enamelling will be cheapened, and at last doubtless there will be enamellists not only on Broadway, but on

Regular false calves are manufactured and sold in extensive demand: the said false calves being composed of lamb's and other wool woven into the material of merino leggings, just like a pair of masculine drawers; sometimes bran is used, and in all cases the imita-

In Merrie England good false calves can be procured for about thirty shillings—one pound and a half; and in New York a good article can be procured for from seven to eight dollars, warranted to look in all respects like a natural limb, and oftentimes much better. At one theatre in this city, twenty-three pairs of false calves are used; in another, about twenty-seven; and in another, eighteen.

Uses of Marrow.

The French Academy of Sciences has received an interesting communication from Dr. Neumann, on the physiological action of marrow in the animal economy. In his opinion, this substance contained in bones plays an important part in the production of blood, and red cellules are constantly being formed in it. He remarks that when the elements of the red marrow of bones are examined in the human frame and in that of the rabbit, one always finds red blood cells, each containing a nucleus, clearly distinguishable by their yellowish hue, and by a more homogeneous consistency, from the other numerous cells resembling corpuscles of lymph, which he considers to be partly colorless blood cells and partly others of the medullary tissue. Some of the former have a simple nucleus. the outline of which is well determined; others contain one divided in several parts not so clearly defined; and in some the nucleus seems to have disappeared altogether. The latter constitute a transition between the embryonary and the blood cells. In order to ascertain whether this transition from the lymphatic to the red cells is effected in the vessels or otherwise, the author of the paper has endeavored to separate these vessels from their ordinary contents, and has thus found that the transition forms described originate in the c

REAPING RAILROAD -GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERFOL OF PENNSYLVANIA. THE SCHUYLKILL, SUSQUEHANNA. GUMBER-LAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

What is Enamelling? The enamelling of female faces and busts is low a branch of masculine business, and is levotes a good deal of time and attention to

What They are Made of.

The same journal also says:tion is very artistic and perfect.

which 1 cording

SPRING ARRANGEMENT OF PASSENGER
TRAINS, APRIL 12, 1889.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following

At 730 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Patladelphia at 9-15 P. M.

RAILROAD L NES,

MORNING EXPRESS. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunburg, Williamsport, Elmira, Rochester, Niagara Falis, Buffino, Wilkesbarre, Pittston, York, Carlisie, Chaminlo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7-39 A. M., train connects at READING with East Pennsylvania Railroad trains for Allentowa, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Carawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkili and Susquehauna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

I caves Philadelyhia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with heading and Columbia Hailroad trains for columbia, etc.

bia, etc. POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 5 25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8 40
A. M. Returning, leaves Philadelphia at 4 30 P.
M.; arrives in Pottstown at 6 40 P. M.

BEADING ACCOMMODATION.

Leaves Reading 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.; 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., arriving at Philadelphia at 6 45 P. M., Harrisburg Accommodation leaves Reading at 87 15 A. M., and Harrisburg at 4 10 P. M. Connect-

ing at Reading with Afternoon Accommodation athout 6 30P. M., arriving in Philadelphia at 9-15 Market train, with a passenger car attached, leaves Philadelphia at 12.45 noon, for Pottsville and all way stations; leaves Pottsville at 7.82 A.M. for Philadelphia and all way stations
All the above trains run daily, Sundays ex-

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

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermeditte points take the 7-30 A. M., 12-45 and 4-30 P. M. trains from Philadelphia. Returning from Bowningtown at 6-19 A. M., 1-00 and 5-45 P. M. PERKIOMEN RALLROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7 30 A. M. and 4 30

P. M. trains for Philadalphia, 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

NEW YORK EXPRESS FOR PITTSBURG AND 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 Pennsylvania and Northern Central Ruilroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., aed 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 12:30 and 5:00 P. M. Sleaning cars

P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

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 4:36 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

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 3:30 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS.
Through first-class tickets and emigrant tickets

and Canadas.

Excursion Tiekets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Frains, at

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommoda-

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichois, General Superintendent, Reading. Superintendent, Reading.
Superintendent, Reading.
COMMUTATION TICKETS. At 25 per cent discount, between any points de-

sired, for families and firms.
MILEAGE PICKETS. Good for 2000 miles, between all points, at \$52 50 each, for families and firms.

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
Close at the Philadelphia Post Office for all places

and its branches at 5 A. M., and for the

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMOBE RAILROAD—TIME TABLE—Commencing MONDAY, May 10, 1862.—Trains will leave Depot corner Broad street and Washington avoane as follows.—
Way Mail Train at 8 20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winnington for Crisical 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 4-6 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-20 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elston, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11 00 A M , 2 30, 5 90, and 7 00 P M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and intermediate Stations.

Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6 39 and 8:10 A. M., 1:30, 4:15, and 7:60 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington rons 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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace,
Perryville, Charlestown, North-East, Elston,
Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 80 P. M.
The 700 Å. M. Train will stop at all stations between 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 5 40 Å. M., 9 25 Å. M., and 4 20 P. M., Trains leaving Wilmington at 6 30 Å. M. and 4 15 P. M. will connect at Lamokin Junction with the 700 Å. M. and 4 30 P. M. trains for Baltimore Central Railroad.
Through ticksts to all points. West. South

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be seenred 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. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

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

Sleeping-car Tickets can be had on application.

at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 961 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train 800 A. M.
Paoli Accommodat'n, 1030 A. M., 110 and 700 P. M.
Fast Line 1150 A. M.
Eric Express 1150 A. M.
Harri burg Accommodation 230 P. M.
Lancaster Accommodation 400 P. M.
Parkesburg Train 530 P. M.
Cincinnati Express 800 P. M.
Eric Mail and Pittsburg Express 1030 P. M.
Fhiladelphia Express, 12 night.
Fric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ .:-Cincinnati Express. 3-10 A. M. Philadelphia Express 6-50 A. M. Paoli Accommodat'n, 8-20 A. M., 3-40 and 6-20 P. M.

SAMUEL H. WALLACE,
Ticket Agent at the Depot,
The Pennsylvania Baliroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dellars 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.

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

SUMMER ARRANGEMENTS.

RAILROAD LINES.

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

At 0-20 A. M., via Camden and Amboy Accom. \$2.25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3-20
At 2 P. M., via Cam. and Jersey City Ex. Mail 3-20
At 2 P. M., via Camden and Amboy Express., 3-20
At 5-30 and 8 A. M. and 2-20 P. M. for Freehold.
At 2 P. M. for Long Branch and points on H. and
D. B. R. H.
At 8 and 10 A. M., 2, 3-30, and 4-30 P.M. for Trenton.
At 6-30, 8, and 10 A. M., 1, 2, 3-30, 4-30, 6, and 11-20
P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

P. M. for Bordentown, Florence, Burlington, Beverly, and Defance.
At 6:30 and 15 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, \$3. At 7:30 and 11 A. M., 230, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown. At 7:30 and 10:15 A. M., and 2:30, 8, and 6 P. M. for 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, Tacoay, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT. 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 Tren-

At 9:30 A. M., 4, 5:45, 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. Lines will run
daily. All others, Sundays excepted.

daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

PROM RENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffale, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Monirose, 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.

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

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

ROADS.

PROM MARKET STREET FRERY (UPPER SIDE).
At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1, and 3 30 P. M., for Lowistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Bightstown.

11 10 WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD, SUMMER ARRANGEMENT, On and after MONDAY, April 12, 1809, 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 P. M. Leave West Chester from Depot, on East Mar. Leave West Chaster from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 19:10 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 6:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. 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 passengers 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 Pepot in Philadelphia is reached directly by the Chesput and Wallow street cars. Those of the Chesnut and Wainut street cars. The the Market street line run within one square. cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A.

Leave Philadelphia for B. C. Junction at 7:15 P. M.
Leave West Chester for Philadelphia at 7-45 A.
M. and 4-45 P. M.
Leave B. O. Junction for Philadelphia at 6-00
A. M.
WILLIAM O. WHEELER. General 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.

Flegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 25, 1889, the trains on the Philadelphia and Erle Railroad will run as

on the Philadely
follows:

WESTWARD,

MAIL TRAIN leaves Philadelphia. . 10.45 P. M.
Williamsport 8.16 A. M.,

9.30 P. M.

Williamsport 8:15 A. M.
arrives at Erle . 9:30 P. M.
BRIE EXPRESS leaves Philadelphia . 11:50 A. M.
Williamsport 8:50 P. M.
ELMIKA MAIL leaves Philadelphia . 8:00 A. M.
Williamsport 6:30 P. M.
Williamsport 6:30 P. M.
arrives at Lockhaven 7:45 P. M.

MAIL TRAIN leaves Erie ERIE EXPRESS leaves Erie . Williamsport arrives at Philadelph

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,

LINES.-

and inter-

ations, at Freight train leaves Camden daily at 12 noon. Freight received at first covered wharf below

Freight delivered to No. 228 S. Delaware avenue. 6 11 WM J. SEWELL, Superintendent. PRINCIPAL DEPOT FOR THE BALE OF VENUESTAMPS, No. 304 CHESNUT STREET. CENTRAL OFFICES, NO. 105 S. FIFTH STREET

(Two doors below Chesnut street), No. 432 WALNUT STREET (Penn Building). ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agency. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment. Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and

matter of great importance.

gratuitously furnished. Revenue Stamps printed upon Drafts, Checks, The following rates of commission are allowed on Stamps and Stamped Paper:

Address all orders, etc., to STAMP AGENCY,

No. 204 CHESNUT STREET, PHILADELPHIA. UNITED STATES POSTAGE STAMPS of all kinds and STAMPED ENVELOPE; constantly on AUO TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 139 and 1418.

SUPERIOR HOUSEHOLD FURNITURE, PIANO, MIRRORS, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETC. ETC.

On Thursday Morning,

June 17, at 9 o'clock, at the auction rooms, by catalogue, a large assorbance of superior boasehold furniture, comprising—Handsome wainut parlor, library, dining-room and chamber furniture, rosewood piano-forte, made by Chickering; fine French-plate mirrors, handsome ward-robes, bookeases, sideboards, estension, centre, and bouquet tables; fine hair mattresses and feature beds, chima and glassware, office furniture, rufrigerators, stove, bars and shelving, handsome velvet, Estussels, and other carpets. ets.
Also, large Fire-proof Safe, made by Farrel & Herring.

Also, large Fire-proof Sefe, made by Farrel & Herring.

EXTENSIVE PICEEMPTORY SALE.

STOCK OF ELEGANT CHARINET FURNITURE.

On Friday Morning.

June 18, at 16 o'clock, at the auction rooms, No. 1319
and 141 8. Fourth street, by catalogue, a splendid assortment of first-class cabinot furniture, manufactured by
George J. Herskels, expressly for his warroom sales, comprising reserved parter suits, covered with plach and other
fins materials; walnut melor suits, with the finest and
most fashiomable coverings, clegant library suits in terry
and leather; elegant hall furniture; very clegant walnut
and shown chamber furniture; valuat chamber suits; elegant sentre and besquat tables; reserved and walnut aidebeards, vatious maybles, etageres, fattey claims, etc., all
from Mr. Henkels surcecome.

This sale will comprise the largest amount of first-class
furniture ever offered at public sale, and will be held in
our large salessecome; second story. Mr. Henkels-lawing
determined not to carry this stock over the summer, purchasers are assured that every article will be sold without
reserve or limitation.

Sale at No. S47 North Eighth Street.

Sale at No. S.47 North Eighth Street.

NEAT HOUSEHOLD FURNITURE, CARPETS, ETO.

June 18, at 10 o'clock, at No. S.47 North Eighth street, above Parrish street, the Household Furniture, comprising walnut parlor furniture, covered with reps; walcut and mabagany sitting room and chamber furniture, fine Brussels and other carpets, cooking utensila etc. 6 16 2t.

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

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

Percuptory Sale at the Auction Rooms.

STOCK OF HANDSOME WALNUT HOUSEHOLD FURNITURE.

Parlor, Chamber, and Diming Room Suits: Sideboards, Bookcases, Handsome Cottage Suits, Walnut Bedsteads, Bureaus, and Washstands, Cane-sent Diming-room Chairs, Cane and Windsor Work, Armchairs, Unfinished Work, Frames, Spring Reds, Etc.

On Thursday Merning,

June 17, at 10 o'clock, at the Auction Rooms, by catalogue, an Extensive Stank of First-class Furniture, and other goods, which will be seld without reserve.

6 14 3t.

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

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

On Thursday Morning,
June 17, at 10 o'ctock, on four months' credit. [6 11 56

LARGE SALE OF CARPETINGS, CANTON MAT-TINGS, OIL-OLATHS, ETO.

On Friday Morning.

June 18, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, 500 rolls Canton mattings, oil-clocks, etc. etc. [8 12 54]

LARGE SALE OF FRENCH AND OTHER EURO.
PEAN DRY GOODS.
On Monday Morning.
June 21, at 10 o'clock, on four months' credit. 6 15 5t SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Morning,
June 22, at 10 o'clock, on four months' credit. 6 16 5t

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

Sale at Nc. 609 S. Tenth street.

REAL ESTATE.

On Thursday Morning.

June 17, at 10 o'clock, at Nc. 609 S. Tenth street, will be sold, on the premises the three-story brick dwelling, with two story back buildings and lot of ground, situate on the east side of Tenth street and numbered 60%, containing in front on Tenth street if feet, and in length or depih eastward 85 feet, to a five-feet-wide alley.

HANDSOME FURNITURE, FINE CARPETS, OHL PAINTINGS, PIANO-FORTE, ETC.

On Thursday Morning.

At 10 o'clock, at Nc. 6699 S. Tenth street, immediately after the sale of the house, will be sold, the household furniture, comprising clegant Brussels, ingrain, and Venetian carpets; walnut antique parlor suit; rosewood piano-forte; marble-top tables; elegant oil paintings, riedly framed walnut chamber suits; maitreases, beds and bedding; secretary and beckcase: diring-room furniture; china, glass, and plated ware; kitchen furniture, etc. Catalogues will be ready at the auction store on Tuesday.

Sale at the Auction Store, No. 1110 Chesnut street.

Sale at the Auction Store, No. 1110 Chesnut street.
SUPERIOR BOUSEHOLD FURNITURE, PLANOFORTES, WALNUT AND GILT FRAME MIRRORS, BRUSSELS AND OTHER GARPETS, DECORATED CHINA CHAMBER SETS, ELEGAND
LACE AND DAMASK GURTAINS, EMBROIDERED
PIANO AND TABLE COVERS, CORDS AND TASSELS, ETC.

SELS, ETC.

On Friday Morning.

June 18, at 9 o'clock, at the Auction Store, No. 1116

Chenut street, will be sold a large assortanent of superior made parlor, library, chamber, and dining room furniture, reserved piano-fortes, large and small mantel and pier glasses; bookcases; lounges; reading chairs; office tables; refrigerators; carpets; decerated chamber sets; cedar chests; china, giasyare, etc. chests; chins, giassware, etc.

SECOND-HAND FURNITURE, CARPETS, ETC.
Also, an assortment of good second hand furniture from
families declining housekeeping.
LACE AND DAMASK CURTAINS, PIANO COVERS, ETC.—At 10-clock will be sold a large stock of fina
lace and damask curtains; embroidered plane and table
covers; cords and tassels, etc.

6 16 24

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

SALE OF 1500 CASES ROOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning. June 17, at 10 o'clock, including a large line of city-made

N. B.—Sale every Monday and Thursday. BSCOTT'S ART GALLERY, No. 1026 OHESNUT BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

JAMES HUNT, AUCTIONEER, S. W. COR-AMES HUNT, AUCTIONER, S. ner FIFTH and SOUTH Streets.
REGULAR SALFS at the Auction Store, every SAT-URDAY Morning, of Household Furniture, Housekeeping Articles, etc., received from families quitting house K EENAN, SON & CO., AUCTIONEERS, NO

NOTICE.—THE UNDERSIGNE

NOTICE.—THE UNDERSIGNE

would call the attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructs
as to once commend itself to general favor, being a comb

ustion 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 upright flues as to produce a larger
amount of heat from the same weight of coal than anyfur
nace now in use. The hygrometric condition of the airar
produced by my new arrangement of evaporation will at
once demonstrate that it is the only Hot Air Furnace than
well produce a perfectly healthy atmosphere.

Those 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.

Philadelphia.

A large assertment of Cooking Ranges, Fire-Boar-STOVES, RANGES, ETO.

A large assortment of Cooking Ranges, Fire Hoatoves, Lew Down Grates, Ventilators, etc., always.

N. B.—Jobbing of all kinds promptly done. 5105 THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, botels, or public institutions, in TWENTY DIFFERENT SIZES, Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Furboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retal, by the manufacturers, SHARPE & THOMSON, 5209 N. SECOND Street.

ARZELERE & BUCHEY, Custom House Brokers and Notaries Public.

No. 405 LIBRARY STREET. ALL CUSTOM HOUSE BUSINESS TRANSACTED.

PASSPORTS PROCURED, ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.

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ALEXANDER G CANTELL.

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THE ADAMS ENERGY Street, forwards Parasis, 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. DEAFNESS .- EVERY INSTRUMENT THAT

science and skill have invented to assist the hearing in every degree of deafness; also, Respiratore; also, Orandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 S. TENTH Street, below

DR. KINKELIN CAN BE CONSULTED ON R. No. 23 S. ELEVENTH Street.

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being constantly formed, in order to replace the elements of the blood which are being constantly destroyed, either by physiological or by pathological action.

BEST

GOVERNMENT SALES.

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U B L I C S A L MEDICINES, HOSPITAL STORES, DRESSINGS, APPLIANCES,

MOSQUITO BARS, ETC.

ASSISTANT MEDICAL PURVEYOR'S OFFICE,

WASHINGTON, D. C., June 14, 1869. Will be offered at public sale in this city, on WED-NESDAY, the 23d instant, at 10 A. M., at Judiciary Square Depot, E street, between Fourth and Fifth streets, a large and valuable assortment of Medicines, Stores, Dressings, and other property belonging to the Medical Department of the United States army. Among the articles to be offered at auction will be embraced the following :-- Alcohol, 850 gallons; Simple Cerate, 1200 pounds; Chloroform, 500 pounds; Powdered Opium, 240 pounds, Tinet. of Opium, 450 pounds; Sulphate of Quinta, 1000 ounces; Camphor, 150 pounds; a valuable assortment of Fluid Extracts. altegether, nearly 150 lots of Medicines, prepared by some of the best establishments in the country. Also, 16,000 pounds Beef Extract; 2000 pounds Candles; 5600 pounds Condensed Milk; Gelatine, adhesive and Isinglass Plasters in large quantities; 2000 Gutta Percha Bed Covers, new; Gutta Percha Cloth; Patent and Picked Lint, Roller Bandages, Feeding Cups, Graduate Measures, Mortars, W. W., Scales, Prescription and Shop, Dressed Sheep-skins, Spatulas Spirit Lamps, Turned Wood Pill Boxes, Pill Machines and Tiles; Vials, 2500 dozen. Also, 3000 Brown

Linen Mosquito Nets, Single, in original boxes, Particulars in Catalogues. Terms-CASH, IN GOVERNMENT FUNDS ONLY to per cent, required as a deposit at time of sale. All purchases to be removed in five days, and no errors corrected after removal of the goods.

CHARLES SUTHERLAND, Assistant Medical Purveyor, Brevet Col. U. S. A.

Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 3, 1860.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 34, 34, 4, 435, 5-65, 634, 6, 64, 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, 8, 4, 4¾, 5, 6¼, 6, 6¼, 7, 8, 6, 10, 11 P. M. The 8°20 down train and 3¼ and 6¼ up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and Leave Germantown at 8.15 A. M., 1, 3, 6, and 9 % P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 0·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 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, 6½, 805, 10 06, and 11½ P. M., Leave Norristown at 540, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domine, or Schur's lane.

The 5 P. M. train from Philadelphia will stop enly at School lane, Manayunk, and Conshohocken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

I cave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
1%, 3, 4%, 6, 5%, 0%, 8:05, 10:05, and 11:37 P. M.

I cave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 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., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9%
P. M.

W. S. WILSON, General Superintendent, Depet, NINTH and GREEN Streets.

At 1.45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Seranton, 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 11.50 P. M. 11:30 P. M.
For 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

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

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.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

FOR CAPE MAY, VIA WEST JERSEY
RAHLEGAD.—
Commencing MONDAY, June 14, 1869.
LEAVE PHILADELPHIA, foot of Market street,
8 00 A. M., morning mail, due at 12:13 M.
3-15 P. M., passenger, due at 7:20 P. M.
LEAVE CAPE MAY.
6 00A. M., merning mail, due at 10:07 A. M.
1-00 P. M., passenger, due at 5:37 P. M.
Commutation Tickets good for three or twelve
months, can be procured of the Treasurer at Camden, N. J.

SUNDAY MAIL TRAIN.

Leaves Philadelphia at 7-15 A. M., returning leave Cape May at 5-10 P. M. Fare for excursion,

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

den, N. J.
Coupon and Excursion Tickets for sale at Ticket
Offices, No. 828 Chesnut street, and foot of Market