THE PARTEY BY EXPERIENCE THE PERSONNEL PRINTED DECEMBER, MONDAY, JUNE 14, 1869.

COLTAGE HTGIT

My accusation is that the dance, instead of affording an opportunity for mutually ennobling companionship between man and woman, inspired with a chaste and sweet interfused remembrance of their contrasted relationship to each other-that the dance, instead of this, consists substantially of a system of means contrived with more than human incendity to excite the instincts of the sex to action; however subtle and disguised at the moment, in its sequel the most bestial and degrading. I charge that here, and not elsewhere in the anatomy of that elusive fascination which belongs so peculiarly to the dance, the scalpel is laid upon the quivering secret of life. Passion—passion transformed if you please never so much, subsisting in no matter how many finely contrasted degrees of sensuality—rassion, and nothing else, is the true basis of the popularity of the dance. I shrink almost uncontrollably from this

statement, now that I have made it; and many

times since I first assumed so bold a position I bave been tempted to recede from it, overborne by the arguments, and still more by the sweet personal magnetism, of friends of my own sex whose fortunate individual exemption from infirmity disqualifies them from allowing that my views are other than Puritanic, or at least morally "despeptic." It is not pleasant to be a voice crying in the wilderness. Still less is it pleasant to be sent to Nineveh on an errand of Jonah. I am so far influenced as to admit that there must be numerous instances of exception to the general rule. But the general rule, and not the exception, should determine our line of conduct. It is a case so pecu-Ilir that the exceptions cannot safely be admitted even to exercise an influence in determining our line of conduct. On the other hand, too, I think it right to say that since the first publication of my views I have received volunteer testimony from so many quarters, and from quarters representing such diametric diver-sity of moral and social character and position, corroborative of them from experience, that I find it impossible to qualify them now by a single degree. One man in particular, my acquaintance with whom commenced in the earliest boy-hood, and uninterrupted since, who permits an unreserve of expression between us such as is seldom neident to later formed acquaintanceship, has emphatically confessed to me his wonder that a person who never danced himself should have been able so plainly and fully to tell the truth what the whole of the truth about it is better than he. Nor let it be supposed that I commit so vulgar an error as that of attaching undue weight to the testimony of one likely to have projected his own moral character upon the innocent companionship of his guilty pleasure. If it were proper to do so even in this anonymous way, I could cite an equally striking corroborative expression, conveyed to methrough an unquestionable medium, from one whom I never met, but who, at every point, save com-mon experience in dancing, is in the most anti-podal contrast to the witness just mentioned. I am forced to conclude that the devotees of the dance differ among themselves not so much in the influence received from participation in it,

It is no accident that the dance is what it is It mingles the sexes in such closeness of per-sonal approach and contact as, outside of the dance, is nowhere tolerated in respectable society. It does this under a perplexity of circumstances that conspires to heighten the impropriety of it. It is evening and the hour is late: there is the delicious and unconscious intoxication of music and motion in the blood, there is the strange, confusing sense of being individually unobserved among so many, while yet the natural "noble shame" which guards the purity of man and woman alone together is absent-such is the occasion, and still, hour after hour, the dance whirls its giddy kaleidoscope around, bringing hearts so near that they almost beat against each other, mixing the warm, mutual breaths, darting the fine personal electricity across between the meeting fingers, flushing the face and lighting the eyes with a quick language, subject often to gross interretations on the part of the vile-hearted; why, this fashionable institution seems to me to have been invented in an unfriendly quarter. usually conceived of as situated under us, give our human passions leave to disport themselves, unreproved by conscience, by reason, or by shame, almost at their will. I will not trust myself to speak of this further. My indignation waxes hotter than can well be controlled. I even seem to myself to have contracted some soil from having merely described truthfully what thousands of fellow-Christians, gnorant of themselves, practise without swal-

as in their intelligent consciousness of that in-

fluence.

lowing a qualm ! I say that the dance is not fortuitously such. It is such essentially. Its real nature is shown by what it constantly tends to become, in new figures, introduced stealthily from time to time (under silent protest from many who suffer their modesty to be overborne by the fear of being charged with prudery), a little more doubtful than the old, and in wanton whirls, like the waltz and the polka. Always the dance inclines to multiply opportunities of physical proximity and contact between the sexes, always to make them more prolonged and more daring. In fine, the dance adds that last ingredient of perfect biliss, whose absence the witty Frenchwoman bethought herself, is the midst of some innocent enjoyment, to mourn-with a pathos more whimsical humor in the saying, "Mon Dieu! how delightful this is! It would be quite perfect, if there were only a little sin in it."

Let if what has already been said and sugged fails to convince any that my analysis of pleasure of the denote it was a little sin in it." pathetic than they dream who see nothing but a

leasure of the dance is true, I have a little olem to propose for their solution: t that the dance alone, of all the favorite diversions of gay society, requires the association of the two sexes in it? The problem is not solved by the ready reply, "Why, the pleasure of social intercourse is always heightened when both sexes participate in it. We enjoy an evening at cards the better for this piquant commingling But you have missed the point of the problem. The question is not, why do you enjoy the dance more when men and women execute it together? but, why must men and women execute it together in order that they, should enjoy it at all? doubt a game of cards may be much more bewitching, while not an iota more hurtful, for the meeting of the sexes at the table. But then cheaply figured parallelograms of pasteboard have charms for their devotees of either sex, which enable them to dispense with the society of the other. Men, young and old, often sit the night out in bachelor conviviality around a eard table. Young ladies, and sometimes their nammas with them. I believe, will interminably shuffle and deal far on into the hours affec-tionately called "small" by those who know how to make them seem so with revelall quite without the company of gen-tlemen. But come to the dance—and what a dif-Where do young ladies keep up their practice of calisthenics after leaving boarding chool? What bachelor club exists anywhere that devotes an evening to the dance among its members? Pensive and imaginative young ladies might possibly, here and there, of a lonesome evening, seek to revive a diluted illusion of past pleasure, by a few strictly maiden mea-sures executed with soon exhausted enthusiasm, but with men-hardly !- unless, perhaps, in broad farce, to point a whimical contrast. With reference to such a style of dancing, at least, the Pagan sarcasm of Cicero is likely long to retain a Christian application—Nemo fere saltal sobrius, nici forte insanit.

The characteristic thus established as belonging to the dance, in distinction from every other form of popular amusement, is full of instruc-tive implication to those who are accustomed to inquire for the causes of things. Of course I know how indignantly the accusation of impurity in their enjoyment of the dance will be ad by the great majority of its votaries. And I am very ready to admit the indignation as entirely honest; for I have no doubt that

rally unrecognized by the subject. If only unconsciousness of evil influence were a trust-worthy prophylactic against it! Once again, and for all, I protest, with the utmost sincerity, that I am far from confounding the devotees of the dance in an indiscriminate accusation of the dance in a constant accusation of the dance in a consta cusation of conscious impurity. I know too many pure-hearted women among dancers, whom no fortunate son, or brother, or husband could possibly charge with one doubtfuthought, for even an instant of the most oblivious excitement, not to be myself indignant in purging my intention of any such cruel in us tice. And in the opposite sex, too, however much more exposed by nature to temptation, there are some dancers, no doubt, who come very near to escaping the conscious contagion of avil, by virtue of an instinctive chastity in them, God's gift to a few. But, right on the heels of so wide a disclaimer, I must reassert my conviction that unconsciousness does not defend even the purest minds from something of the insinuating sensual tendency of this inherently voluptuous amusement.

And then consider, ye Christian fathers and brothers and husbands, to what horrible hazards. of contact the opportunities of the dance expose your daughters and sisters and wives. For who that has gained any experience of the world, is gnorant of the fact that hardly once does a considerable party assemble, even in the most re-spectable society, without including some man whom his associates know to be a libertine at heart, if not in life? To think of pure wome pastured on, with palms of pollation, and with imminent eyes of adultery, by such a bull of Bashan the evening long, in the promiseuous corral of the dance! What better facilities could be imagined for an accomplished volup-Faugh! In the ordinary occasions of society,

lady may let her sacred intuitions have som play to guard her against the access of impurity in the uniform of a gentleman. But it is the boast of the dance that it is a democrat and a leveller, permitting no individual caprice to break the circuit of universal equality. You may shudder to your heart's core at the contact that is coming—but the dance leaves you no election—you must take it when it comes. Blush, blush, henecforth, ye Christian women when you are invited to submit your persons to the uses of a diversion that may at any time choose to bring you finger-tip to-finger-tip those whose touch is pollution, or, it may be, encircle you in their arms! A burning blush of speechless shame were the best reply to the in-sult of such an invitation. But I plead against an advocate more eloquent than any individual' words, O Fashion! Fashion! What power hast thou to browbeat holy nature, so that she dares not speak to assert her sacred claims against the imperious sway! I abruptly des patch this hateful subject without completing the discussion of it. If my readers have wince at the exceptional plainness of speech which I have used, I beg them to believe that it has cost me sincere pangs of resolution to use it. But have written under duress of conscience that did not suffer me to shrink. The engineering skill of the Devil has defended the dance with a masterly dilemma that leaves open barely two alternatives of attack about equally incli ible. You may either exhaust your strength in demonstrating the minor and incidental evils of the usage, in which case you win an easy, but also a barren victory; or you must freely en-counter the peril of damaging your own fair fame for purity, and deliver your blow full at its inherent and essential immorality. The author has deliberately chosen the latter alternative He can trust the honest heat of indignation that has warmed his words to take away the offens of their extreme fidelity. As for the risk of being charged with bringing the impurity that he finds, he contentedly accepts it. It is charge that two classes of persons certainly wil not prefer. These two classes are, first, those who know him, and, secondly, those who know themselves.

## CRIME IN FRANCE.

The Princess Ysabeau in Court-A General's Wife Arrested and Tried for Stealing

The correspondent of the New York World writes from Paris, May 25, a letter from Paris. In it we find the following:-I intentioually postponed mentioning Princess Ysabeau de Beauvau-Craon's appear

ance in court, for I think there is nothing more provoking than to commence a story and break it off in the middle with a refer ence to some future day. Judgment has been delivered, and I may now tell the story to the end. Princess de Beauvau-Craon brought suit (as I mentioned some tine) since to have her daughter, Princess Ysabeau, de clared non compos and placed in custody of a committee. The decree was granted, but Princess Ysabeau took an appeal and asked leave to plead her own cause. It was, of course, granted. When she rose to speak, the presiding judge cautioned against allowing passion to betray her into intemperate language. comt-room was unusually crowded, especially by lawyers, for it was known she was to speak. She arose gracefully and easily, and in a very musical voice, pitched in the tone of conversation, presented her defense, "I do not merit your warnings, Mr. President, for I cannot forget my adversary is my mother; and whatever wrongs I may have received at her hands I owe her none the less filial respect. I shall say nothing against my mother but this:—I am afraid she takes too good care of the collateral line of our family, As for my uncles, Mr. Senator de Mortemart, Mr. Deputy Marc de Beauvau, Mr. Omer Talon, I cheerfully give them credit for pure in-tentions. It is said they were disinterested in their deliberations against me: I grant you it. They have the disinterestedness which uncles may have who will be, if you judge me insane, the next heirs of their niece. I am accused of being fond of horses. Is that evidence of madness? It is a taste I have in common with persons of the best society and the soundest reason. I am fond of horses as intelligent animals, but as reasonable crea-

tures. I feel towards them only that attachment which man never refuses to those intelligent beasts he has reduced to his service. and whose fidelity is sometimes devoted. I think of horses as Buffon thought of them, namely, there is some nobility in their ardor. A graver accusation is brought against me. I study the sciences, I am fond of natural philosophy, and, abominable thing, I am inquisitive about spiritism. But, pray how long has it been since it was forbidden women to study serious subjects? Pray, are they to read nothing but futile novels? Are they to be reported insane because they take up some studies which men pursue with passion? Is not this to hold woman's intellect too cheaply? Morever, I have eccentric habits! What, if a woman practises pistol-shooting, will you say she is insane? If she is fond of swimming, is she insane? If she pays attention to her horses, is she insane? It is true I have travelled; I have visited several countries of Europe: will you judge me crazy for that? One day the lightning fell on a chimney of the chateau, and I am accused of having said it was General Jusuf's soul which came to visit me. I deny I made such a declaration. I dare say our soul may be a flame; but I can never consider a ball of fire a human soul." After such a defence it was clearly impossible to declare Princess Ysabeau a lunatic, but the family influence was so great that the court decided she ought to be protected against her weakness and goodnature, and ordered she should have a comas entirely honest: for I have no doubt that the element of unchastity in it, rarely absent in some more or less refined quality of lumpointed Duke de Mortemart, Prince Marc fluence, I most certainly believe, is yet gene- de Beauvau, Marquis Omer Talon, and Count

Dalpuget is the widow of a distinguished general of the French army. She was at one time superintendent of the linen in the Palace of St. Cloud, but was dismissed for reasons which had best be left unsaid here. A few weeks since they were detected in the act of stealing in the Villes de France. The clerk ordered to watch them saw the Mad'lle Felicite Dalpuget slip under her paletot a piece of poult de soie containing no less than seventy-one yards. They were at once arrested, but a retired attorney, Mad'lle Felicite's guardian, became bail for them, and they were released. They fled next morning to Belgium. Their house was searched and found to be filled with laces, silks, woollen goods, handkerchiefs, gloves, stolen from different shops. Mme. Dalpuget's brothers-in-law, men in high positions, paid the several haberdashers the value of the stolen property. The mother was sentenced to a year's, the daughter to a six months' imprisonment. The very day this judgment was published the wife of a Judge of the Cour des Comptes was detected in the act of stealing a box containing twenty-four dozen pairs of gloves. She was arrested, but her husband had influence to prevent further legal proceedings, and to get the haberdasher to say it was a mistake. While the town was in a hubbub about this arrest, one of our most fashionable ladies went into one of our wellknown lace shops in the Rue Richelieu to choose some Valenciennes lace. She was shown a great many patterns. None of them suited her. These were too heavy, those were too light. . She quitted the shop without making any purchase. In these shops there is always a clerk posted to watch each customer-stealing is common! He saw the fine lady slip a piece of lace under her paletot. She was watched home. Five france slipped into the porter's hand got her name. Half into the porter's hand got her name. an hour afterwards another clerk was standing before her with a small parcel and a note in these words:-"Madame, I am extremely afraid the thirteen yards of lace you selected this morning in our shop may scarcely prove sufficient to trim your dress, therefore I have ventured to take the liberty to send you a second piece of the same pattern. May l beg you to be so good as to let me know by the bearer if you accept it. Receive, Madame, the assurances of my most distinguished consideration." The note was signed by the owner of the shop. It need scarcely be said she paid for both pieces at once, and was very glad to be let off so easily.

## RAILROAD L NES.

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, 1859.

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 Reading at 6:30 P. M.; arrives in Palladelphia at 8:15 P. M.

MORNING EXPRESS.

P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbury, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niegara Falls, Butfalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentowa, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

I caves Philadelphia at 3:30 r. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6 25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8 40 A. M. Returning, leaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 40 P. M. READING ACCOMMODATION. Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15

A. M.
Returning, leaves Philadelphia 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 8:46 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 4:10 P. M. Connecting at Egading 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 1246 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A.M. for Philadelphia and all way stations

the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 815 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at

for Reading at 8 A. M.; returning from Reading at 4\*26 P. M.

OHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7\*30 A. M., 12\*45 and 4\*50 P. M. trains from Philadelphia. Returning from Bowningtown at 6\*19 A. M., 1\*00 and 5\*45 P. M.

Passengers for Skippack take 7\*30 A. M. and 4\*30 P. M. trains for Philadelphia, returning from Skippack at 8\*15 A. M. and 1\*00 P. M. Stage lines for the various points in Persionen 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 Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, El mira, Baltimore, etc. Returning Express train leaves Harrisburg or Returning Express train leaves Harrisoning 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 12:30 and 5:00 P.M. Sleeping cars accompany these trains 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 8:30 P. M., and from Temont at 7:40 A. M. and 5:23 P. M., and from Temont at 7:40 A. M. and 5:23 P. M.

TICKETS.
Through first-class tickets and emigrant tickets o 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

Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

COMMUTATION TICKETS. COMMUTATION TICKETS.

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

MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52 60 each, for families and firms, RAILROAD LINES.

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

At 8-80 A. M., via Camden and Amboy Accom 42-26 At 8 A. M., via Camden and Amboy Ex. Mail 3:00 At 8 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2:00 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 2, 8 20, and 4 30 P.M. for Trenton. At 6 20, 8, and 10 A. M., 1, 2, 3 30, 4 30, 0, and 11 30 M. for Bordentown, Florence, Burlington, Bo-

verly, and belance.
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

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 10-13 A. M. and 6 P. M. for Bristol.

for Bristol.
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 5 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, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Rallway.

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, 85-25.

At 11-30 P. M., Emigrant Line. Fare, 82.

At 9-30 A. M., 1-20, 4, 6-45, and 12 P. M., for Tren-

At 12 P. M., 4, 6.45, and 12 P. M., for Bristol,
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenek'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
dally, All others, Sundays evented. daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD
LINES,

FROM RENSINGTON DEPOT.
At 7:80 A. M. for Ningara 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, 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.

OAMDEN AND BURLINGTON COUNTY AND

CAMDEN AND BURLINGTON COUNTY AND MBERTON AND HIGHTSTOWN RAIL-PROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 215, 339, 5, and 639 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1, and 339 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown. Hightstown.
11 10 WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, TIME TABLE. On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-65, 10, 11, 12 A. M., 2, 34, 34, 4, 4 35, 5-66, 53, 6, 6, 6, 7, 8, 9, 10, 11, 12 Leave Germantown at 6, 7, 716, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.

The 8 20 down train and 3% and 5% 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% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 34, 52, 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 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 19:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 71, 9, and 11 05 A. M., 13, 3, 43, 5, 53, 64, 8 05, 10 05, and 11 05 P. M. Leave Norristown at 5 40, 63, 7, 73, 9, and 11 A. M., 13, 3, 45, 64, 8, and 90 P. M. The 73, 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., 2%, 4, and 7%

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M.,
1%, 3, 4%, 5, 5%, 6%, 805, 10 05, and 11% P. M.
1 cave Manayunk at 6:10, 7, 7%, 8:10, 8%, 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.

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

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-RST and CHESNUT Streets, 7.25 A. M., 9.30 A., 2.30 P. M., 4.15 P. M., 4.35 P. M., 7.15 and 11.20

Leave West Chester from Depot, on East Mar. 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 and 145 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 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 and 1:45 P. M.

the Market street line run within one square. The cars of both lines connect with each train upon its 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. O. Junction for Philadelphia at 8-09
A. M.
WILLIAM C. WHEELER,
4105
General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1880, the trains on the Philadelphia and Eric Railroad will run as follows:—

MAIL TRAIN leaves Philadelphia.

"Williamsport "Williamsport 8-15 A. M.
arrives at Erie . 9-30 P. M.
ERIE EXPRESS leaves Philadelphia . 11-50 A. M.
"Williamsport . 5-50 P. M.
"Williamsport . 5-50 P. M.
ELNIRA MAIL leaves Philadelphia . 8-90 A. M.
"Williamsport . 6-30 P. M.
"RASTWARD. 7-45 P. M. EASTWARD. 

ERIE EXPRESS leaves Erie . 6-25 P. M. Williamsport . 7-50 A. M. arrives at Philadelphia 4-10 P. M. Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage recked through.

ALFRED L. TYLER, General Superintendent. 1 1 General Superintendent.

WEST JERSEY RAILROAD LINES,-For Cape May. Millville, Vineland, and inter-nediate stations below Glassboro, at 8 00 A. M. and mediate stations below Glassooro, at 8 00 A. M. and 3 16 P. M.

For Bridgeton, Salem, and all waystations, at 8 00 A. M. and 3 30 P. M.

For Woodbury and Glassboro, at 8 00 A. M., 3 30 and 6 P. M.

Freight train leaves Camden daily at 12 noon.

Freight received at first covered wharf below Walnut street.

Freight delivered to No. 223 S. Delaware avenue, 6 11 W.M. J. SEWELI4, Superintendent.

Leaves Philadelphia at 7-15 A. M., returning leave Cape May at 6-10 P. M. Fare for excursion,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD TIME TABLE—Commencing MONDAY, May 10, 1899.—
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 Wimington for Urisfield 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 Oastle.
Express Train at 4-70 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Onester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Chariestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Nigut Express at 11-30 P. M. (daliv), for Balti-

and Stermer's Run.

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

Passencers for Fortress Morroe and Norfolk will labe the 12:00 M. trails.

ake the 12 00 M. train.

WILMINGTON TRAINS. Stepping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11 00 A M., 2 30, 5 00, and 7 00 P M. The 5 00 P M. Train connects with Deinware Railroad for Harrington and intermediate Stations. diate Stations.
Leave Wilmington 6 3e and 8:10 A. M., 1 30, 4 16,

heave withington as and \$10 A. M., 130, 416, and 760 P. M. The \$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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace,
Perryville, Charlestown, North-East, Elkton,
Newark, Stanton, Newport, Wilmington, Ulaymont, Linwood, and Chester

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

TRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 30 P. M.

The 7 00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

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

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

Trains leaving Wilmington at 6 30 A. M. and 4 15 P. M. will connect at Lamokin Junction with the 700 A. M. and 4 30 P. M., trains for Baltimore Central Railroad.

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 Booms and Berths in Sleeping ars can be secured during the day. Persons pur-hasing tickets at this office can have baggage heeted at their residence by the Union Transfer

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. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-| Mail Train | Second | Second

Philadelphia Express, 12 night. Frie Mail leaves daily, except Sunday, running a Saturday night to Williamsport only. On Sunay night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily. All other Thin delly, except Stunday.

The Western Accommodation Train runs dally, except Sunday. For this train tlekets must be pro-cured and baggage delivered, by 5 P. M., at No. 115

Market street. Cipeinnati Express . 3-10 A. M.
Philadelphia Express . 0-50 A. M.
Paoli Accommodat'n, 8-20 A. M., 3-40 and 6-20 P. M.
Erie Mall . 9-35 A. M.
Fast Line . 9-35 A. M.
Parkesburg Train . 9-10 A. M.
Laneaster Train . 12-30 P. M.
Erie Express . 4-20 P. M.
Day Express . 4-20 P. M.
Day Express . 6-40 P. M.
Harrisburg Accommodation . 9-40 P. M.
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 Depot. TRAINS ARRIVE AT DEPOT, VIZ .:-

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 Bollars 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 RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SOBANTON. SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Beiklehem, Allentown, Mauch Chunk, Easteton, Williamsport, barre, Mahanoy City, Pittston, and Tunk-At 9.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, cranton, and New Jersey Central and Morris and asex Railroads.
At 1.45 P. M. (Express) for Bethlehem, Mauch hunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5 '00 P M. for Bothlehem, Easton, Allentown,

and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 8:45 and 10:45 A. M., and 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
the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:50 A. M., 2:10, 4:45, and 8:25

From Doylastown at 8.25 A. M., 4.55 and 7.05 P. M. From Larsdale at 7 30 A. M. From Fort Washington at 9-20, 16-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Poylestown at 2 P. M.
For Abington at 7 P. M.
Boylestown for Philadelphia at 6-30 A. M.
Bathlehem for Philadelphia at 4 P. M.
A sington for Philadelphia at 8 P. M.
Tickets sold and linggage chesked through at
Mann's North Pennsylvania Baggage Express
usflee, No. 182 S. FIFTH Street.
Ellis CLARK, Agent.

Finis Clark, Agent.

FOR CAPE MAY, VIA WEST JERSEY
RAILROAD.—
Commencing MONDAY, June 14, 1869.
LEAVE PHILADELPHIA, foot of Market street.
8 to A. M., morning mail, due at 12 13 M.
3 15 P. M., passenger, due at 7 20 P. M.
LEAVE CAPE MAY.
6 to A. M., morning mail, due at 10 of A. M.
1 to 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.
Coupon and Excursion Tickets for sale at Ticket Offices, No. 82s Chesnui street, and foot of Market street.

AUDITION SALES. M. THOMAS & SONS, NOS. 139 AND 141

SERVICE OF STREET OF STREET,

SALE OF REAL ESTATE AND STOCKS.

On Tuesday,
June 22. at 12 o'clock, moon, at the Exchange ...

ARCH STREET, No. 731 - Four story Brick Residence.

ARCH STREET, No. 731—Pour story Brick Residence,
I by 140 feet.
GERMANTOWN TURNPIKE, Twonty-eighth ward—
Valuable Olay Lot. 21 acros.
MARRIOTT STREET—Lot.
BAKLKY STREET, No. 1630—Brick Dwelling.
THIRTEENTH STREET (North) Nos. 451 and 432—
VINE STREET, No. 1618—Brick Dwellings.
VINE STREET, No. 1618—Brick Dwellings.
GREEN STREET, No. 163.—Hotal, "Wetherill House."
THIRTEENTH AND JEVFERSON STREETS—Tom
Building Lots. THEFTS AND AND COLOR TO THE COLOR THE COLOR TO THE COLOR THE C

SIXTEENTH STREET (South), Nos. 918 and 920 -Brick Dwellings.
GIRARD AVENUE AND PALETHORP STREET. Southwest corner Business Stand. CATHARINE STREET, Nos. 805 and 808 Brick

CATHARINE STREET, No. 885 Ride 205 Dwelling.
PASEX STREET, No. 885 Brick Dwelling.
FASEX STREET (Germantown), No. 55 Dwelling.
GROUND-RENT, 826.

1 share Point Breeze Park.
29 shares Kinpire Transportation Co.
35 shares Philadelphia Fire Insurance Co.
35000 7 per cent. bonds North Pennsylvania Railroad.
25 shares Girard National Bank.
31 800 City is of National Bank.

25 shares Girard National Rank.
\$12 200 City 6s old.
\$12 200 City 6s old.
\$13 abures Jofferson Fire Insurance Co.
\$50 shares Fame Insurance Co.
\$50 Shares Fame Insurance Co.
\$50 Shares Famic of Northern Libertles.
\$1 shares Famicin Fire Ins. Oc.
\$100 shares Junetion Canal Co.
\$13 shares Pennsylvania Railroad.
\$1 share Acadomy of Kine Acadomy of Kin

Is shares Pennsylvania Ratiroad.

I share Acadomr of Kino Arts.
AISO, LEASE, OF CITY WHARVES.
Will be leased at public sale for a term of one of cars, to the highest and best hidder, the following wharves and indings.

Walnut street wharf, on the river Delaware.
Poplar
Hancour

By order J. H. PUGH, Commissioner.

Absolute Sale.
GOOD-WILL LEASE, FIXTURES, HORSES, CARTS, ETC. OF A COAL DEPOT.
On Wednesday.
June 25, at 5 o'cleck in the afternoon, without reserve, the good will, etc. of the coal depot, southeast corner of Front and Dickersen streets, now doing a thriving busines, and steadily increasing. Any one wishing to engage in a safe and remonerative business will find this an opportunity rarely offered, the facilities not being excelled by any yard in this city. It is contiguous to the Delaware river, and upon the line of the proposed extension of the Pennsylvania Bailroad track from Washington avenue to Greenwich Point. Lease has five years to run: \$1000 per annum.

promp.
For further information apply to R. R. Claiborne, on the BUNTING, DURBOROW & CO., AUCTION-OF Bank street. Successors to John B, Myers & Co.

SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tuesday Merning, June 22, at 10 o'clock, on four months' credit. 6 16 56 LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, June 24, at 10 o'clock, on four months' credit. 61856

CLOSING SALE OF CARPETINGS, CANTON MAT-TINGS, OIL-CLOTHS, ETC. On Friday Morning.

June 25, at II o'clock, on four months' credit, about 200 pteces ingrain, Venetian, list, hemp, cottage, and rag carpetings, 500 rolls Canton mattings, oil-cloths, etc. etc.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom 84.

Sale at the Anction Store, No. 1110 Chesnut street,
NEW AND SECOND-HAND HOUSEHOLD FURNITURE, ROSEWOOD PIANO-FORTES, MANTEL
AND PIER MIRRORS, CEDAR CHESTS, OARPETS, ETC.
On Tuesday Morning.

PETS, ETC.

June 22, at 9 o'clock, at the acction store, No. 1110
Chesnut street, will be sold, a large assortment of superior furniture, comprising parlor solts of plush and reps, walnut and cottage chamber suits, wardrobes, bureaus, side-boards, extension dining tables, carpets, mantel and pier mirrors, secretary and bookenses, plated ware, china wares, refrigerators, kitchen furniture, etc.

PIANO-FORTE—Also, a superior resewood plano-forte, by George Vert. of George Vest.

JOHN BROWN SPEARS—Also, 38 spears and lances,
made for John Brown's expedition in Virginia.

TABLE CUTLERY—An invoice of fine table cutlery.

FIXTURES, GOODWILL, LEASE FOR 4 YEARS, AND FURNITURE OF FIRST-CLASS RESTAURANT, ETC.

June 22, at 10 o'clock, at No. 1516 Chesnut street, will be sold, the lease, goodwill, and fixtures of a first-class restaurant. Also, the handsome furniture, carpets, mirrors, silver-plated ware, china, glacaware, etc.

Catalogues will be ready at the auction store on Tuesday. The furniture can be examined after 8 o'clock on day of sale.

SALE OF VALUABLE OIL PAINTINGS BY AMERICAN AND EUROPEAN ARTISTS, On Wednesday Evening, June 25, at 8 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a collection of about 100 choice il paintings; comprising works of ferring and Meadows, Faul Herring and Meadows, James Hamilton, Nicholson, Nicholson, Sheridan Young, Lentze, Westerlan Young, Westerlan Young, Westerlan Young, Westerlan Young, Westerlan Young, Westerlan Young, Westerland Young, Westerl Lentze, Lewis, Joshua Shaw, Francau, Cortez, Regier

Lentze,
Lewis,
Lewis,
Joshua Shaw,
Julhard,
Willia,
Otto Summer,
Otto Summer,
J. Wilson,
Wall, and others.
The paintings will be open for exhibition and catalogues
ready on the 18th. MARTIN BROTHERS, AUCTIONEERS.—
No. 529 CHESNUT Street, resr entrance from Minor.

Sale at the Auction Rooms.

HANDSOME WALNUT PARLOR, CHAMBER, AND
DINING ROOM FURNITURE: elegant French plate
mantel and pier mirrors; Lillie fireproof safes, chandeliers, sideboards, handsome wardrobes, dining-room
chairs, mantel clock, spring mattreesses, refrigerators,
set harness, window shades, elegant velvet, Brussels, and set barness, window shades, elegant velvet, Brussels, and other carpets: china and glassware, etc.

On Wednesday Morning,
July 23, at 10 o'clock, at the nuction rooms, by catalogue, large and excellent assortment of handsome walnut parer, dining room, and chamber furniture, etc.

Also, electric machine.

Also, globe and fish.

6 21 2t

HENRY P. WOLBERT, AUCTIONEER, No.

Sale at No. 59 N. Second Street.

SPECIAL PEREMPTORY SALE OF THE ENTIRE STOCK OF A CARPET STORE.

June 24, at 10% o'clock, will be said, without reserve, by order of Messrs. Townsend & Co., No. 59 N. Second street, to close business, their entire stock, comprising a general assortment of carpets, matting, mats. window shades, etc., sold in lots to suit purchasers. Open for examination day previous to sale. Store to rent. 617 fb. L IPPINCOTT, SON & CO., AUCTIONEERS,

No. 240 MARKET Street. LARGE POSITIVE SPECIAL SALE OF DRUGGISTS'
SUNDRIES, PERFUMERY, ETC. ETC.
On Tuesday Next,
June 22, 1829, at 10 o'clock, at No. 714 Ohesnut street,
by order of Messrs. Christiani & Co., their entire stock of
druggists' sandries foreign and demostis perfumery,
soars, combs, brushes, etc. Store to rent and fixtures foreign
alo.
6154t

On Wednesday morning,
June 22, at 10 o'clock, on four months' credit,
LARGE POSITIVE SALE S56 LOTS FOREIGN AND
DOMESTIC DRY GOODS.
ALSO,
DOWNESDAM DESCRIPTION OF THE PROPERTY On Wednesday, June 23. [6 21 2t SPECIAL SALE 250 CASES STRAW GOODS C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning,
June 24, at 10 o'clock, including a large line of city-made N. B. - Sale every Monday and Thursday.

BECOTT'S ART GALLERY, No. 1026 CRESNUT KEENAN, SON & CO., AUCTIONEERS, NO FIRE AND BURGLAR PROOF SAFE

C. L. M A I MAISER. C. L. MAISER.
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 434 RACE Street.

RODGERS' AND WOSTENHOLM'S POCKET RODGERS' and WADE & BUTCHER'S RAZORS, and the colebrated LECOLTRE RAZOR SOISSORS of the finest-quality.
Razors, Knives, Scissors, and Table Cutlery Ground and.
Polished at P. MADEIRA'S, No. 115 S. TENTH Street,
below Chesnut.

NOW IS THE TIME TO CLEANSE YOUR HOUSE. WINCHER, HARTMAN & CO.'S

WASHING AND CLEANSING POW'DER Is unequalled for scrubbing Paints, Floors, 2"d all household use. Ask for it and take no other, by H. BOWMAN. Sole Agent, 186 for No. 1166 FRA KEFORD Road.