AMONG THE SAINTS.

An Inside View of Marmondom Review of From the San Prancisco Morning Chronicle.

When questioned closely on the score of poly gamy, a Mormon will say:—"The Prophet revealed it, and we are commanded to do it for the salvation of ourselves and the women." But their religion teaches them that the highest duty of man is to become a father, and the more times he repeats himself on earth the more glory will be receive in heaven. Women are in-structed that to become mothers and raise up children to the Lord is but the duty assigned them by their Maker. And many of the ladie are so fanatical in their creed that they can sink or forget all the finer feelings in their nature, and, in this life of degradation, find comfort in the thought that they are serv-ing the Lord or following the precepts of Him who said unto the woman, "Go, and sin no

BO WOMEN BELIEVE IT RIGHT? But few women, however, indorse this doc trine of polygamy, and then only through re-ligious fervor. The balance merely submit-Indeed, what else can they do? When the elder n the church, or the correspondent imbued with Mormonistic prejudices, tells you that they are happy, don't believe them. Take reason first, and afterwards talk with the women, if you can obtain an opportunity to do so. Ask of the who gave her first love to the husband of her youth—ask of her if she believes it right to have the place she has heretofore held in her husband's heart and home usurped by a younger and more enticing woman. Talk with them and they will tell you, as they have told others, that would rather that their darling's would wing its way to God who gave it than that the loved one should live and suffer as they have suffered, in the destruction of the heart's and holiest affections. All this, and much more, can be learned by conversing with those in whom fanaticism has not destroyed womanhood.

WHY MORE COMPLAINTS ARE NOT HEARD, It is extremely difficult for Gentiles to obtain interviews with Mormon ladies, or to gain admittance to their family circle. The reason given for this by the Mormons is very sound and good so far as it goes. They will tell you that men have often come among them, and after remaining for a time would marry one of their young ladies, and by-and-by he would leave her, often after she became a mother, and they would see him no more, and the mother and child would be left for them to support. This is the reason assigned for their exclusiveness. Women, too, are forbidden to talk of their plurality system, even among themselves, and they are aught that it is the height of implety to rebel against this custom. One of their best informed ladies made the following remark regarding it: "When a woman can disabuse her mind of all her former teachings, when she can tear from her heart all love for her husband and the father of her children, she may be comparatively happy in polygamy, and not before.'

WOMEN ARE NOT FORCED TO MARRY. The Mormons say that women do this of their own free will, that they are not forced to become e additional wife. Let us see if this is true. Literally, they don't drag them away and marry them, but their situation is forced on them none the less. The teachings of the elders, the ceaseless persecutions of the saints, from which there is no escape, compels them to yield. Besides, the great preponderance of women renders it probable that if they do not marry a man who already has one or more wives, they must remain unwedded. The teacher, the elder, the bishop, and the prophet, all urging a woman to marry a man, with the penalty of expulsion from the church if she refuses, would be considered moral force in most places elsewhere, and Genequivalent to physical force, even in Salt Lake City.

WOMEN ARE FREE TO LEAVE THE CHURCH AND CITY.

Such is the assertion which you hear on every hand when you talk with the Mormons regard-ing their women. They will say, 'If my wife is dissatisfied she may go. I would not try to preyent it. Our women are the freest on earth.'
Let us look into this also. In the first place, the
assertion is utterly false, the refutation of it being patent to any who inquires into their life. Women have no rights, no property. Hereto-fore there has been no chance for them to escape. Examples are numerous where they have tried to escape and have been brought back, though generally the fact does not come before the public. I will call the attention of the Mortal tries which it mons themselves to one or two cases, which it would be very hard for them to deny.

ERY THROUGH MORMON INFLUENCES. A number of years since a man, who is now an elder in the Church and brother of another elder, lived in an Eastern city, the husband of a noble woman, who owned some property in her own right. The man joined the Mormons, and own right. The man joined the Mormons, and his wife, with true womanly devotion, mortgaged her property to enable them to remove to Salt Lake. The family lived happily for some years, one of the daughters marrying a wealthy man, with whom she is still living. The wife's property in the East was sold and the money invested in real estate in the city, in the hus-band's name. Then came the edict that all true Saints should deed their property to the Church, to be held in trust for them. The property bought by this woman's money was so deeded by the husband. Then the husband was ordered to take another wife, and he complied. Then his wife, robbed of her property and her husband, left his roof and went to her daughter's, where she is still living. Business called the son-in-law from the Territory, and he took his family with him. The mother of his wife attempted to go with her daughter, and three times was she brought back by the Mormon authorities on frivolous pretexts, and finally she had to proescort of soldiers to guard her out of

THE YOUNG WIFE OF AN ANCIENT "SAINT, AFTER DESERTING HIM, IS INTIMIDATED BY

A very pious old Mormon, besides having several wives, was married or "sealed," as they term it, to a young and very pretty girl, who from the pressure brought to bear on her by the Church, consented to the significe. He treated her unkindly, and she, loathing his caresses, escaped from him and took refuge in a Gentile family in Salt Lake City. The family employed her, and told her that as long as she chose to stay with them they would protect her. After the expiration of several weeks, the man who claimed her called at the house to get her, but she refused to see him, and the gentleman with whom she was staying would not permit him to see her against her will. The old fellow went away vowing that he would have her. The next day the girl went out and called on some of her formon friends, and came back very sad. said that they would curse her soul if she did not go with her husband, and she was foolish enough to believe they had the power. Again the old man came, this time with a policeman, and, without knocking at the gentleman's door, they forced their way into the gentleman's house, and then demanded the woman. The couse, and then detailed was with his wife, should not enter her room. The policeman blustered, but to no avail. The gentleman asked the girl if she would see her husband, telling her that if she did not wish to she should be protected. The girl said she must see him, or she would be cursed forever, but she would not go with him. The husband then went with his wife for a few minutes, when he cane out not go with him. The husband then went with his wife for a few minutes, when he came out and said that she wanted to go with him. On asking the girl if it was so, she wrong her hands, saying she must go; but why she must go she would not tell, only a fearful oath which she had taken when she joined the Mormons would be broken if she did not go, and her soul would be lost forever; and sobbing as though her heart was broken, the poor girl threw her arms around the neek of her protector's wife, gave her a last kiss, and was led away by the old saint in triumph. Are women free when scenes like these occur?

INCESTUOUS MARRIAGES. Not alone is the evil of polygamy confined to

the sundering of ties and the destruction of the fine feelings of the heart. Its avil influence ex-tends to the health of the body and mind of the coming generations. If we credit the assertions of men of science, if we believe that marriages of blood relatives bring ill on the children of such unions, the assertion of the existence of this evil among this people cannot be denied. Men have been pointed out to me who have for their wives two electrons and the contract of the co their wives two sisters, and they have raised children by both. Another case was brought to my notice where the three wives of a man were a mother and her two daughters. Another man was pointed out as the husband of his half sister, she being the daughter of his father by another woman. Such cases as those cited above are not rare; they are common. Who shall undertake to say, or even imagine, what the final result of such licentions and investions marked. result of such licentious and incestuous mar riages will be on the coming generations? Who shall say what will be the result if this custom continues; if the Mormons are allowed to make women of less account than their beasts of burfen, caring for them only in the ratio of the children they bring into the world? All men must marry who belong to the Church as soon as they arrive at the proper age. The young men, as well as maidens, are taught to be strictly virtuous.

PROTECTING THEIR HONOR. One thing about this people and their family affairs is worthy of commendation. Woe to the unlucky wight who, emulating Adam, cats of the forbidden fruit of this modern Eden. If detected, his punishment is swift, sure, and certain death, without even the formality of a trial The outraged husband or brother does not hesiate to wreak vengeance on the offender, and there is no law to nunish him for the act. there is no law to punish him for the act. It is taught them from the pulpit, it is taught them from the council, and with such laws no honor-able man will find fault. Would that vengeance for such wrongs was as swift, sure, and deadly in this country; there would then be less of that kind of crime in our midst. It cannot be denied that in many of the virtues of life the Mormons are our superiors, but, as before remarked, there is no reason why they should be so. DIVISION ON THIS SUBJECT AMONG THE MOR-

MONS. The Mormons are divided among themselves regarding polygamy. Those who adhere to monogamy as a religious tenet are those who follow the leadership of Joseph Smith, the prophet. Most of this class live in Missouri and Illinois, though many are scattered through this Territory and in California. And aside from the leaders and wealthy Mormons in this city, I think that, were the people allowed a voice, they would pronounce against it. The leaders of the Church claim that their prophet, Joseph Smith, was a pluralist, though his widow and sons con-tend that he was not, and deny the authenticity of a revelation which degrades them to the level of barbarians in family affairs. This schism will be one of the causes which in God's own ime will rend this people asunder, causing their downfall; for the book they pretend to worship says that "a house divided against itself cannot

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Where he will be happy to see all, and sell all goods at reduced prices, and defy all competition in prices and quality. 8 SI wfm3m W. H. MABREY, No. 235 ARCH St.

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PHILADELPHIA.

COPARTNERSHIPS. NOTICE OF DISSOLUTION OF PARTNERSHIP.—The undersigned, the general and special
partners of the firm of WHITE & SPARHAWK, a partnership formed on the 4th day of June last, under the act
of Assembly of March 21, 1886, entitled "An act relative
to limited partnerships," have agreed to dissolve said
partnership at a period previous to the time specified is
the certificate of its formation, te wit, on the 1st day of
July next, 1869.
JOHN P. WHITE,
JOHN SPARHAWK,
GEORGE W. HARRIS,
JULIA H. BILLINGS,
EXECUTION

EDWARD J. CHAFFEE,
S. J. DENNIS,
Executors of the Estate of
J. M. Billings, deceased.

Philada., May 31, 1869.

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. EMILY J. WILSON, by her next friend, THOMAS S. DUNHAM, vs. GEORGE W. WILSON.

September Term, 1828, No. 67. In Divorce,
To GEORGE W. WILSON, Respondent.—Sir:—Take notice that a rule has been granted on you in the above stated case, to show cause why a divorce a vinculo matrimonii should not be decreed therein. Returnable on SAT-URDAY, June 26, 1869, at 11 o'clock A. M.

A. S. LETCHWORTH,
6 16 w2t*

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DEALER IN BAGS AND BAGGING
Of every description, for
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RAILROAD LINES.

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

LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLECES.

FROM WALMUT STREET WHARF.

At 6-30 A. M., via Camden and Amboy Accom. 22-25.

At 8 A. M., via Cam, and Jersey City Ex. Mail 3-99.

At 6-70 M., via Cam, and Jersey City Ex. Mail 3-99.

At 6-70 M., for Long Hranch and Despress... 3-00.

At 6-70 M. for Long Hranch and points on R. and D. B. B. R.

At 8 and 10 A. M., 2, 3-30, and 4-30 P. M. for Trenton.

At 6-30, 8, and 10 A. M., 1, 2, 3-30, 4-30, 6, and 21-30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6-30 and 10 A. M., 1, 3-30, 4-30, 6, and 11-30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 1 and 11-30 P. M. Lines leave from Market Street Forty (upper side).

FROM EMBINGTON DEPOT.

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

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

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-ille and Tullytown. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacoxy, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Helmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPUT,
Via Connecting Rallway.

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 11-36 P. M., Emigrant Line. Fare, \$2. At 9-30 A. M., 1-20, 4, 6-45, and 12 P. M., for Fren-

At 12 P. M., 4, 6.45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tallytown,
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. BELVIDERE DELAWARE RAILROAD

BELVIDERE DELAWARE RAILROAD LINES,

FROM REMSINSTON DEPOT.

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

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Beividere, Easton, Lainbertville, 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.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for
Merchantville, Mecrestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1, and 3-30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown. Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1860.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 34, 334, 4, 435, 506, 54, 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, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3½ and 5½ 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 4

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A, M., 1:40, 8:40, 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 9-26 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11.05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8.05, 10.05, and 11½ P. M.
Leave Norristown at 5.40, 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, 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%, 8-05, 10-05, and 11% P. M.
1 eave 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.

P. M.
W. S. 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, THIRTYFIRST and CHESNUT Streets, 7:26 A. M., 9:30 A.
M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:20
P. M.

M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:16 and 11:30 P. M.

Leave West Chester from Depot, on East Mar. Ret street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M.

Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 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. Passongers 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 cars of both lines connect with each train upon its ears 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 7:18 P. M.
Leave West Chester for Philadelphia at 7-45 A.
M. and 4-45 P. M.
Leave B. C. Junction for Philadelphia at 6-00
A. M.
WILLIAM C. WHEELER,
4-105
General Superintendent.

PHILADELPHIA AND BRIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYLVANIA.
Elegant Sleening Care on all Night Trains

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

WESTWARD,

MAIL TRAIN leaves Philadelphia.

"Williamsport 8:15 A. N

arrives at Erie. 9:30 P. B

ERIE EXPRESS leaves Philadelphia. 11:50 A.)

"Williamsport 8:50 P.

"Williamsport 8:50 P.

"Williamsport 8:50 P.

ELMIRA MAIL leaves Philadelphia 8:00 A. M
Williamsport 6:30 P. M
arrives at Lockhaven 7:45 P. M MAIL TRAIN leaves Erie . . . 11-15 A. M

"Williamsport . 12-20 A. M

"arrives at Philadelphia . 9-25 A. M RRIE EXPRESS leaves Erie . 6-25 P. M.

Williamsport . 7:50 A. 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 obecked through.

ALFRED L. TYLER,

General Superintendent.

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

For Bridgeton. Salem, and all way stations, at 8 00 A. M., and 8 20 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. 228 S. Delaware avenue. 8 11 W.M. J. SEWELL, Superintendent. RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND
BALTIMORE RAILROAD—TIME TABLE—Commmencing MONDAY, May 10, 1860.—
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 arelaware kallroad at Winningten for prisheld and intermediate stations.

Connecting with freiaware Enlired at Winnington for crisheld and intermediate stations
Express Train at 12 M. (Sundays excepted), for
Baltimore and Weshington, stopping at Wilmington, Perryville, and Havre-de-Groce. Connects at
Wilmington with train for New Castle.

Express Train at 4-00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington,
Newport, Stanton, Newark, Elston, North East,
Charlestown, Perryville, Havre-de-Groce, Aberdoen, Ferryman's, Edgewood, Aiagnolia, Chase's,
and Stemmer's Run.

and Stemmer's Run. and Stemmer's Run.

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

Passenvers for Fortress Monroe and Norfolk will take the 12-60 M. trailed. take the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 1 00 A M , 2 30, 5 00, and 7 00 P. M. The 5 00 P M Train connects with Delaware Railroad for Hardington and interme-

Delaware Railroad for Hardington and intermediate Stations.

Leave Wilmington 6 30 and 8 10 A. M., 1 30, 4 15, and 7 00 P. M. The 8 10 a. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily, all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7 25 A. M., Way Mail; 9 25 A. M., Express; 2 35 P. M., Express; 7 25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORB.
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, Claymont, Linwood, and Chester.

mont, Linwood, and Chester

PHILADELPHIA AND BALTIMORE CENTRAL RAILRO AD 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 80 P. M.

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

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

Leave Fort 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 7 00 A. M., and 4 20 P. M. trains for Baltimore Central Railread.

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

Company. H. F. KENNEY, Superintendent 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.

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 - reet, will receive attention,

Mail Train 8:00 A. M.
Paoli Aecommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Frie Express 11:50 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Erie Mail and Pittsburg Express 10:30 P. M.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. TRAINS LEAVE DEPOT, VIZ .:-

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

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

Market street. TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express. 3:10 A. M.
Philadelphia Express 6:50 A. M.
Paoll Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.
Erie Mail 9:35 A. M.
Fast Line 9:35 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Erie Express 4:20 P. M.
Day Express 6:40 P. M.
Southern Express 6:40 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information, apply to
JOHN F. VANLEER, J.E., Ticket Agent,
No. 116 MARKET Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLAGE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company wifl not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4:29 General Superintendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa. FOR CAPE MAY, VIA WEST JERSEY
RAHLBOAD.—
Commencing MONDAY, June 14, 1869.
LEAVE PHILADELPHIA, foot of Market street,
800 A. M., moraling mail, due at 1213 M.
316 P. M., passenger, due at 720 P. M.
LEAVE CAPE MAY.
600 A. M., moraling mail, due at 10207 A. M.

100 P. M., merning mail, due at 10 of A. M. 100 P. M., passenger, due at 53 P. M. Commutation Tickets good for three or twelve months, can be procured of the Treasurer at Cam-

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

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

CAMDEN AND ATLANTIC RAILBOAD, SUNDAY TRAINS FOR THE SEASHORE. On and after SUNDAY next, June 6, the Mail Train for

EXPRESS TO LONG BRANCH.

THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 220 CHESNUT STREET, prepared to receive and forward goods and money to LONG BRANCH, N. J., DIREO P. Express closes at 1 o'clock P. M. 621 mwflm H. GORMAN, Agent.

STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed
as to once commend itself to general favor, being a combination of wrought and cast from. It is very simple in its
construction, and is perfectly sirtight; self-cleaning, having no pipes or frums to be taken out and cleaned. It is
so arranged with upright fines as to produce a larger
amount of heat from the same weight of coal than any furpace now in use. The hygrometric condition of the air as
produced by my new arrangement of evaporation will at
once demonstrate that it is the only Hot Air Furnace that
will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would
do well to call and gramine the Golden Eagle.

Nos. 1132 and 1134 MARK EF Street,
Philadelphia.

A large assertment of Golden Barges, Fire Board

N. B. Jobbing of all kinds promptly done. THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, botels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Funaces, Portable Heaters, Low-down Grates, Previous-Bioves, Bath Rotiors, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retal by the manufacturers, Stoven, etc., wholesale and retal by the manufacturers, Stoven, etc., wholesale and retal by the manufacturers, Stoven, etc., wholesale and retal by the manufacturers, Stovenson, etc., wholesale and retal by the manufacturers.

AUO FION BALES. M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 139 and 141 S.

Sale at the Auction Rooms, Nos. 139 and 141 B. SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, FIRE PROOF SAFE, HANDSOME VELVET, BRUSSELS, AND OTHER CARPETS, ETC.

On Thursday Morning,
a large assortment of superior household furniture, comprising—Handsome walmit parlor suits, covered with plush, reps, and hair cloth; superior library and diningrown furniture; walmit chamber suits; cottage chamber suits, fine French-plate mirrors; three walmut secretaries, bookcases; handsome wardrobes, and bouquet tables; fine hair mattresses and feather beds; chims and glasswars, superior office furniture, fire proof safe, made by Hassenforder; gas and coal old chandelines; refrigerators, sewing machines; 7 children's carriages; stoves, handsome velvet, Brussels, and other carpets, etc.

HARDWARK.

Also a large assortment of Hardware, comprising—Shovels, rakes, sieves, knives and forks, nails, tacks, looks, boits, door knebs, etc.

Sale at Summit street, Chesnut Hill.

RLEGANT KOSEWOOD WALNUT AND OAK PARlor, Dining Room, and Chamber Furniture; Resewood
Pinno-forte, Very Large Mirror, Handsoms Velvet,
Brussels, and Other Carpets; Very Fine Hair and Sponge
Mattresses, China, Chandeliers, etc.
On Friday Morning,
Jone 25, at 11 o'clock, by catalogue, at the late residence
of Robert H. Grotz, Esq. the entire household formiture,
comprising elegant resewood parlor furniture, resewood 1octave plano-forts, made by Wibeim & Schuler; very large
French plate mirror, handsome walnut chamber and oak
dining-room furniture; handsome velvet, Brussels, and
other carpets; very fine hair and sponge mattresses, bronze
chandeliers, china, kitchen utensile, etc.
May be examined on the morning of sale at 8 o'clock.
Care leave Ninth and Green at 6, 8, 19, and 150'clock
A. M.

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND BOMESTIC DRY GOODS. On Thursday Morning. June 24, at 10 o'clock, on four months' credit. 61864

CLOSING SALE OF CARPETINGS, CANTON MAT-TINGS, OIL-OLOTHS, ETC.
On Friday Morning,
June 25, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venezian, list, hernp, cottage, and rag carpetings, 500 rolls Canton mattings, oil-oloths, etc. etc.

CLOSING SALE OF FRENOH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, June 28, at 10 o'clock, on four months' credit. 623 46 GLOSING SALE OF 1500 CASES BOOTS, SHORS, HATS. CAPS, STRAW GOODS, ETO, On Tuesday Morning. June 29, at 10 o'clock, on four months' credit. 6 23 56

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansom St. SALE OF VALUABLE OIL PAINTINGS BY AMERICAN AND EUROPEAN ARTISTS.

On Wednesday Evening,

June 23, at 8 o'clock, at the auction store, No. 1110
Chesnut street, will be sold a collection of about 130 choice

l paintings comprising works of :— lerring and Meadows, Faulkner, ames Hamilton, Nicholson, fames Hamilton,
Sheridan Young,
Chemas and Edward Moran,
Chemas and Edward Moran,
Sheridan Young,
Waugh,
Juliard,
Willis,
Francan,
Octo Summer,
J. Wilson,
Rozier,
Rozier,
Wall, and others.
The paintings will be open for exhibition and catalogues
ready on the 18th. BSCOTTS ART GALLERY, No. 1020 CHESNUT MARTIN BROTHERS, AUCTIONEERS ._

No. 529 CHESNUT Street, rear entrance from Minor. HENRY P. WOLBERT, AUCTIONEER, No. SPECIAL TWREMPTORY SALE OF THE ENTIRE STOCK Of A CARPET STORE.

STOCK Of A CARPET STORE.

June 24, at 10% o'clock, will be soid, 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., soid in lots to suit purchasers. Open for examination day previous to sale. Store to rent. 617 6t

L IPPINCOTT, SON & CO., AUCTIONEERS, C. D. McCLEES & CO., AUCTIONERRS

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 goods. N. B.—Sale every Monday and Thursday. 6 21 3t K EENAN, SON & CO., AUCTIONEERS, NO. 112 N. FRONT Street. (12)

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

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

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

JACOB C. NEAFIE.

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets. MERRICK & SONS No. 400 V. S. N AVENUE, Phi N AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STRAM ENGINE,

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868.
DAVID JOY'S PATENT VALVELESS STEAM HAMMER.

Regulated by the Governor.

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE HYDRO EXTRACTOR. For Cotton or Woollen Manufacturers. 710 mwi J. VAUGEN MERRICE, JOHN E. COPE.

JOHN E COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

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

Boilers, Gasometers, Tanke, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Workshops, and Rall read Stations, etc.

Retorts and Gas Machinery of the latest and most improved construction.

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

Sole Agents for N. Billour's Patent Sugar Boiling Apparatus, Neemyth's Patent Steam Hammer, and Assimvall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets. No. 42 North FIFTH Street. [41 REFRIGERATORS.

REFRIGERATORS & WATER-COOLERS old ones repaired.

OLD ONES REPAIRED.

FIRE AND BURGLAR PROOF SAFE FIRE AND BURGLAR-PROOF SAFES. C. L. M A I S K R. LOCKSMITH, BELL-HANGER, AND DRALER IN BUILDING HARDWARE, No. 484 RACE Street.

THE ADAMS EXPRESS COMPANY, OFFICE No. 250 CHESNUT Street, forwards Parcela, Packages, Merchaudise, 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.

2 26