AND THE PERSON AS A PROPERTY OF THE PERSON OF THE

NATIONAL ANTIPATHIES.

From the London Saturday Review, The late quarrels between England and America have brought into prominence certain considerations which may be of more than merely transitory interest. They have revealed, not by any means for the first time, a fact which it may perhaps be salutary to remember; the fact, namely, that a considerable number of persons consider it in the light of a duty to regard us with something like persistent hatred. They do not confine them-selves simply to feeling a resentment, justifiable or foolish, against certain acts of our Government which were held to be unfriendly, but they proceed to draw the general inference that Englishmen, as a nation, are proper objects of antipathy. An American will occasionally tell us, as if it were rather a gratifying and wholly a creditable circumstance, that whilst he makes many distinctions in favor of individuals, he regards us an masse with the same sort of feeling which Nelson cherished towards Frenchmen. That simple-minded hero, if we remember rightly, summed up the whole duty of his subordinates in two great commandments—that they were to obey orders, and hate Frenchmen as they hated the Devil. Of course, when the feeling is directed against ourselves, we recognize its exquisitely unreasonable character. We are conscious of many faults, and are by no means in the habit of concealing them; but we cannot admit that we are so destitute of compensating virtues as to justify any people in taking us to be indiscriminately hateful. It may be that we are not guilty to the same extent of any such unreasoning sentiments ourselves. Englishmen, at any rate, are not so much inclined to follow each other like a flock of sheep, and to adopt a universal creed of any kind without exception or moderation; if some of us are foolish enough to cultivate blind prejudices against foreigners, they always find compatriots ready to take the opposite side of the question, and to rebuke them with sufficient energy. Yet individuals are often enough to be found who regard particular classes of foreigners with bitter hostility. If the old hatred of the French has died out to some extent, it still works in many

provincial towns; and there are people who are ady to retort upon our American detractors ith a hatred which, prima facie at least, is equally unreasonable. It is perhaps worth asking what is the real value to be attached to such manifestations of national sentiment. The first remark that occurs upon the subject is that it seems to be absurd to hate people for displaying peculiarities which are he natural result of the circumstances in which they are placed. It would be ridiculous in an American to condemn us for retaining many old prejudices, foolish though some of them may be, considering the strength with which the whole course of our history has tended to fix them in our character; and equally ridiculous in us to condemn the inhabitants of a new country for the want of certain refinements which are the slow product of an ancient and continuous civilization. The remark, indeed, is not sufficient by itself. We hate a thief and a murderer, though the circumstances under which he was raised may have put it almost out of the question that he should be anything better. As Christians, indeed, we are bound to hate nobody; and moralists have argued that if it were possible to place the vilest of mankind on some desert island, where they could do no harm either by practice or example, we sught to wish them to be as happy as their condition would admit. As a matter of fact, however, very few people are sufficiently ood Christians to distinguish between a man and his qualities; we cannot contrive to love criminal and hate his crimes; if we oathe emelty and vice, we equally loathe the oncrete embodiment of those tendencies; and therefore, if we could say of any nation that t was intrinsically worse than its neighbors in a moral point of view, it would be excusable. if not strictly justifiable, to regard it with disgust, and that without taking into account the auses to which its demoralization was owing. Here, however, we are met by the obvious facts. No one can say that the difference between civilized nations is so marked, and marked so distinctly in one direction, as to justify one in regarding another with simple contempt. We have passed the time at which we could summarily set down the French as a frivolous and immoral people, whose gayety was explained by their natural itness for slavery, and whose manners and customs resembled those so tersely summed ap by a proverbial navigator. We allow that many of our prejudices were founded on the most profound ignorance, and that probably no living man could give an impartial verdict as to the general question of the relative merits of Frenchmen and Englishmen. In the same way, we often hear of an American detailing a string of commonplaces which he has learnt from his party, and naively explaining our indifference to them by the innate stupidity and wickedness of our nation; meanwhile we know perfectly well that the same man in England would have run over another set of phrases with equal glibness plagiarizing from the Daily Telegraph instead of the New York Tribune. The character and intelligence of the man would have been essentially the same: but he would have worn a different set of colors. The amazing moral superiority which he arrogates to himself de-

annot place them with any confidence in order of merit. If civilized nations are on the whole approximately at the same level, we feel it to be is foolish to hate savages or the semi-civilized races as to dislike animals or children. They are at an imperfect stage of development, and, in fact, excite no antipathy, unless in some few exceptional cases. And this suggests what is the real cause of such national antipathies. It is not that we seriously believe anther race to be less moral or less intelligent than ourselves; for in that case we should hate the Chinese or the negroes more than | never to refer to it.

pends simply on his having happened to learn certain political formulas by heart, and is so

far purely superficial. There are, it is true,

certain marked differences of national char-

acter, but they are not such as to establish a

distinct superiority on either side, nor do they

supply the grounds on which that su-periority is claimed. If an American

laimed to be quicker-witted than an Eng-

lishman, we should have to inquire

into the truth of the supposed fact, and see

what is to be set against it on our side. But

when he claims to be the exclusive possessor

certain political truths, he is really boast-

ing that he happens to read a different set of

newspapers from other people, and might as well pride himself on shaving his upper lip

nstead of his chin. It is, indeed, a matter of

the utmost importance what political princi-

les are current in a nation; we only deny

that, as matters are at present, the difference

of opinions on such subjects corresponds to

any distinct difference in the moral or intel-

lectual standard of those who hold them. The

British shopkeeper is not intrinsically better or worse than the shopkeeper on the Boule-

vards or on Broadway. We can see many profound differences between them, but we

Frenchmen or Americans. We really hate na- ! tions because they are so nearly our equals. It is felt to be intolerable people who do not enjoy the blessings of the British Constitu-tion, and who cannot even talk intelligibly, should be in many ways as good as ourselves A wrotched being who, with unaccountable perversity, says out when he means yes, shows himself to be capable of building towns and making railways, and even fighting battles, as well as we could do it ourselves. This is the inexpressibly provoking thing about foreigners; and it is to selieve ourselves from the uncomfortable sensations which the circumstance produces that we brag so loudly about our supposed points of superiority. Our osten-sible reason for the antipathies we cherish is the belief that our neighbors are really degraded beings; but the real cause of the antipathies is the uncomfortable sensation that, however superior we may be in some points, they manage to keep tolerably abreast of us in the race for national excellence. Englishmen were hated on the Continent so long as they presumed to interfere in Continental matters, and were hated by their allies at least as much as by their ene-mies. If we consent to reduce ourselves to insular insignificance, and allow our commercial supremacy to be entirely upset, we may take such comfort as may be in the thought that people will begin to do us justice, as they would to specimens in a museum, or monkeys in a zoological garden. Even the Americans, when they have taken Canada, exacted four hundred millions of compensation from us, and set up an independent republic in Ireland, will begin to be a little sentimental about the old country, or such fraction of it as may still be left on its legs.

National antipathies, then, are likely to be strong in proportion as they are unreasonable; that is to say, in proportion as they are founded on no real superiority. There are, however, other elements in the dislike which we feel for another nation which tend to disappear with increased means of communication. What we may call errors of mental perspective tend to distort the idea which each nation forms of its neighbor. If we endeavor to appreciate the conceptions which a commonplace half educated man takes of a foreign country, we must begin by narrowing and confusing our intellects. In the first place, he thinks of the whole nation as of a single unit, which is embodied in some such conventional figure as John Bull or Brother Jonathan. Every peculiarity handed down by tradition is accumulated on the head of this imaginary person.

John Bull is supposed to be always hum-bling himself before a lord, and Brother Jonathan to be perpetually whittling a stick and chewing tobacco. This kind of anthropomorphism, by which the type is put for the whole, is natural and convenient enough. But in the next place, as the foreign nation is generally heard of in its relations to the country of the observer, it further follows that it is conceived to occupy its whole time in contemplating that country. John Bull is supposed to be always biting his nails, like Buayan's Giant Pope, in envy of his successful cousin. It does not enter into the head of the American that there are many millions of Englishmen who get up every morning, eat their breakfast, do their daily work, and go to bed without ever remembering the existence of the Atlantic Ocean. We have succeeded in impressing upon our minds, with more or less distinctness that there are a good many people in France and Germany, and that they have other things to do besides following the details of English politics. But this is a comparatively modern discovery, which can hardly be said, as yet, to be generally understood. During the preceding period of ignorance, it is a natu ral tendency to exaggerate enormously the interest with which we are regarded by others, and to attribute to them the settled plans and profound malice which would be conceivable in an individual antagonist. Instead of realizing the fact that our foreign policy is the result of a great deal of ignorance, directed by occasional outbursts of passion when our interests happened to be visibly concerned, foreigners have kindly attributed to us designs of profound and perfidious policy which are totally beyond our capacity; and we are only too ready to repay the misconception in kind. If this source of confusion tends to disappear, and we come to realize the fact that nations take up a larger space than is represented on the map, and have more opinions than those uttered through their foreign ministers, the most fertile source of irritation will disappear; and if we also come to believe that the differences of virtue are not so enormous as we sometimes fancy, national antipathy may in time be replaced by a more healthy kind of national emulation. It has always had this ingredient of good, that it has been the means by which nations have been encouraged to develop their own char-acteristic excellences, and the imaginary foreigner has supplied a useful background as a kind of foil to set off our supposed merits. The reaction between the intellects of different countries has been amongst the most potent causes of progross; and it is desirable, not that it should be destroyed, but that it should be accompanied with as little as may

be of unreasonable dislike. Reminiscences of Edward Everett.

The Boston Journal says:-

"Few persons who were in the habit of meeting Edward Everett in public ever saw him laugh. We have observed him on many occasions, and can remember but one instance in which the statuesque repose of that noble face of his was disturbed by the cachinatory process, and that was some years ago, at the laying of the corner-stone of Minot's Ledge lighthouse. The stone was laid, in a certain sense, by proxy; that is, the exercises were held upon and around it before it had left the shore, on account of the absence of standing room on the ledge, which was for a greater part of the time under water. After the Masonic formula was concluded, Mr. Everett made a short but very eloquent address. Following him, a distinguished Mason arose and proceeded to read from manuscript a long and very dry oration. The day was blustering and cold, and the patience of the audience was exhausted long before he had finished. When it came to an end, an excitable friend of the crator's on the outer rim of the crowd threw up his hat and cried out in stentorian tones, 'Three cheers for Dr. ---, now-one-hur rah!' to which there was no response. 'Well, never mind,' he exclaimed, 'I'll go through slone, and he did. There was a tremendous roar of laughter-in which Mr. Everett joined-that put everybody in good humor and made a not unfitting close of the ceremony. "Speaking of Everett reminds us of his powerful verbal memory. He rarely indulged

in extempore speaking, and scarcely ever pre-

sented himself before an audience without

previous careful preparation. It is well

snown that all his great orations were written

out and committed to memory. It was his

enstom to bring his manuscript with him, but

"On the occasion of the delivery of his great oration, several years since, on the anniversary of the battle of Bunker Hill, which occupied more than two hours, we stood near him and had an opportunity of observing the accuracy of his memory. He brought in his manuscript in a tight roll, tied with silk tape, and laid it upon the table beside him, and during the whole oration never once referred to it. Observing him very closely, for our curiosity had become excited, we noticed two or three instances of his stopping in mid-career to transpose a sentence which had been at first incorrectly rendered, and so perfectly well assured was he in his reliance upon this wonderful faculty, that he at no time during the delivery exhibited the least sign of embar-rassment, and he carried the roll away with him in exactly the same condition in which he had brought it into the hall."

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND
BALLIMORE RAILROAD—TIME TABLE—Communencing MONDAY, May 10, 1869.—
Trains will leave Depot corner Broad street and
Wasbington avenue as follows.—
Way Mail Train at 8.50 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Winnington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for

ton for Crisfield and Intermediate stations
Express Train at 12 M. (Sundays excepted), for
Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at
Wilmington with train for New Castle.
Express Train at 4:00 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-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's,
and Stemmer's Run. and Stemmer's Hun.

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

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

WILMINGTON TRAINS.

Stopping 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 Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6 30 and 8 10 A. M., 1 30, 4 15, and 7 00 P. M. The 8 10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. 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; more 7.25 A.M., Way Mail; 9.35 A.M., Express; 2.35 P.M., Express; 7.25 P.M., Express.

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

PHILADELPHIA AND BALTIMORE CEN-TRAL 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 85 P. M. Leave Philadelphia for Chadd's Ford at 7:60 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
1:30 P. M., running to Oxford.

will leave Philadelphia daily (except Sundays) at 1°30 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., e 25 A. M. and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 6°15 A. M. A Sunday Train will leave Philadelphia at 8°40 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4°30 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°30 P. M. trains for Baltimore Central Railroad.

tral Railroad. Through tickets to all points West, South, and 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 ears the leave terr connections with the leave the leave terr connections. ket 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

Walnut streets care run was a be had on application.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

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day 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-

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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.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

FOR CAPE MAY, VIA WEST JERSEY
RAHLROAD,—
Commencing MONDAY, June 14, 1809.
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 UAPE MAY.

LEAVE UAPE MAY.

100 P. M., merning ma II, due at 1007 A. M. 100 P. M., passenger, due at 537 P. M Commutation Tickets good for three or twelve den. N. den, N. J.

Coupon and Excursion Tickets for sale at Ticket
Offices, No. 826 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

RAILROAD. SUNDAY TRAINS FOR THE SEASHORE. On and after SUNDAY next, June 6, the Mail Train for ATLANTIC CITY

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY,

OFFICE, NO. 200 CHESNUT STREET, is prepared to receive and forward goods and money to Express closes at I o'clock P. M.
H. GORMAN, Agent.

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

At 6-20 A. M., via Camden and Amboy Accom. 22-28 At 8 A. M., via Camden and Amboy Accom. 22-28 At 8 A. M., via Cam. and Jersey City Ex. Mail 3-00 At 2 P. M., via Cam. and Amboy Express... 3-90 At 6 P. M., for Amboy and intermediate stations. At 6-20 and 8 A. M. and 2-90 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. R. R.

D. B. R. R.
At8 and 10 A. M., 2, 8-30, and 4-30 P.M. for Trenten.
At 6-30, 8, and 10 A. M., 1, 2, 3-30, 4-30, 6, and 11-30
P. M. for Bordentown, Florence, Burlington, Be-At 6:30 and 10 A. M., 1, 8:30, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, Paimyra, and Fish House, and 2 P. M. for Riverton. The 1 and 11-20 P. M. Lines leave from Market

Street Ferry (upper side).

FROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, 83.

At 7:30 and 11 A. M., 230, 230 and 5 P. M. for
Trenton and Bristol. And at 10:10 A. M. and 6 P. M.

for Bristol. At 7:30 and 11 A. M., 2:30, and 8 P. M. for Morris-At 7:30 and 11 A. M., 2:30, and 8 P. M. for Blattle
ville and Tullytown.
At 7:30 and 10:16 A. M., and 2:30, 6, and 6 P. M. for
Schenck's and Eddington.
At 7:30 and 10:16 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 Holmesburg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:16, and 12 P. M. New York Express Lines, via Jorsey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2 At 9:30 A. M., 1:20, 4, 6:48, 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,
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,

PROM RENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffale, 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, Fismington, 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 BUBLINGTON COUNTY. CAMDEN AND BURLINGTON COUNTY

EMBERTON AND HIGHTSTOWN RAIL ROADS.

FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Meorestown, 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.
II 10 WILLIAM H. GATZMER, Agent,

11 10 WILLIAM H. GATZMER. Agent.

PHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILROAD.

TIME TABLE.
On and after MONDAY, May 3, 1859.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M.,
1, 2, 8, 4, 3, 4, 4, 4, 56, 5-66, 5, 6, 6, 6, 7, 8, 9, 10, 11, 12
P. M. Leave Germantown at 8, 7, 714, 8, 8*20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 454, 5, 514, 6, 6)4, 7, 8, 9, 10, 11 P. M. The 8 20 down train and 3% and 6 % up trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4 05, 7, and 10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 51, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 140, 3-40, 5-40, 640, 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.

12. 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 Morcels. Potts! Landing. Londing. or Schools. at Mogee's, Potts' Landing, Domino, or Schur's

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Consnohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2%, 4, and 7%
P. M. P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
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 Manayunk at 6 10, 7, 7½, 8 10, 9½, and 11½
A. M., 2 3½, 5, 6½, 8 30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.

only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayank at 7% A. M., 1%, 6, and 9%

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, 7-25 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.

P. M.
Leave West Chester from Depot, on East Mar.
ket street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10
A. M., 1-55 P. M., 4-50 P. M., and 6-45 P.M.
Leave Philadelphia for B. C. Junction and 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.

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 7:26 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 arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A.

M. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 7:15
P. M.

Leave West Chester for Philadelphia at 7.45 A. M. and 4-45 P. M.
Leave B. C. Junction for Philadelphia at 8-06
A. M.
General Superintendent. PHILADELPHIA AND ERIE RAILROAD.— SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL.

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 20, 1862, the trains on the Philadelphia and Eric Railroad will run as follows:—

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

"Williamsport 5-15 A. M.

ERIE EXPRESS leaves Philadelphia 11-50 A. M.

"Williamsport 8-50 P. M.

"arrives at Erie 10-000 A. M.

ELMIRA MAIL leaves Philadelphia 10-000 A. M.

"Williamsport 6-30 P. M.

"Williamsport 6-30 P. M.

"Arrives at Lockhaven 7-45 P. M.

EASTWARD. EASTWARD,

Baggage observed through.
ALFRED L. TYLER,
I 1 General Superintendent. WEST JERSEY RAILROAD LINES.

For Cape May, Millville, Vineland, and intermediate stations below Glassboro, at 8 00 A. M. and 3-15 P. M.
For Bridgeten, Salem, and all way stations, at 8-09 A. M. and 3-20 P. M.
For Woodbury and Glassboro, at 8 00 A. M., 3-30 and 6 P. M. 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.
6 11 WM. J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILROAD - GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTH WEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGRE
TRAINS, APRIL 12, 1849.
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 9 15 P. M.

P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbury,
Pottaville, Pinegrove, Tamequa, Sunbury, William-port, Elmira, Rochester, Ningara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisio, Chamberghurg, Baggartons, and

felo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7-80 A. M. train connects at READING with East Fennsylvania 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 Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

I caves Philadely hia at 8-30 r. M. for Reading, Pottsville, Harrisburg, etc., connecting with heading and Columbia Railroad trains for columbia, etc.

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6 25 A. M., stopping at intermediate stations; arrives in Pulladelphia at 8 40 A. M. Returning, leaves Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 40 P. M.
HEADING ACCOMMODATION.
Leaves Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-16 A. M.
Returning Leaves Philadelphia at 50.5 P. M.

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 Fottsville at 8-45 A. M., arriving in
Philadelphia at 1 P. M. Afternoon trains leave
Harrisburg at 8-05 P. M., and Pottsville at 2-45 P.
M., arriving at Philadelphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at
7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation
south at 6-30 P. M., arriving in Philadelphia at 9-15
P. M.

Market train, with a passancer, car attached

Market train, with a passenger car attached, leaves Philadelphia at 12.45 noon, for Pottsviile and all way stations; leaves Pottsviile at 7.30 A.M. for Philadelphia and all way stations
All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 8 15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M. OHESTER VALLEY RAILROAD.

OHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45 and 4-30 P. M. frains from Philadelphia, Returning from Bowningtown at 6-10 A. M., 1-00 and 5-45 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 7-30 A. M., and 4-30 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 Persiomen 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 150 and 1010
P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Hallimora, etc. trains for Pittsburg, Chicago, Williamsport, El-mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Read-ing 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 charge.

through between Jersey City and Pittsburg without charge.

A Mail Train for New York leaves Harrisburg at s-1e 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 6-46 P. M., returning from Tamaqua at 8-35 A. M., and 2-15 and 4-35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBUAD.

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., and from Tremont at 7-40 A. M. and 5-35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all 'he 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 Frains, 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, Treasurer, No 227 S. courth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

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

MILEAGE FICKETS.

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

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished

ers only, to all points, at reduced rates.

GLERGYMEN

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.

and Callowhill streets.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets

MALLS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS.

Leave Philadelphia daily at 4:35 A. M., 1245

Leave Philadelphia daily at 435 A. M., 1245 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot,

Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
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 Bethlehem, Allentown, Mauch Chunk, Hasioton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannoek. hannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Manch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Railronds.
At 146 P. M. (Express) for Bethlehem, Manch
Chunk, Wilkesbarre, Pittston, Scranton, and Hasleton.

Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten.
At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.
For Abington at 1:45, 3:15, 5:20, and 8 P. M.
For Lansdale at 0:20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Deput.

TRAINS ARRIVE IN PHILADELPHI. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:26 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-36 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehom at 9-30 A. M.
Philadelphia for Poylostown at 2 P. M.

For Abington at 7 P. M.

Boylestown for Philadelphia at 6-30 A. M.

Bethlehom for Philadelphia at 4 P. M.

Abington for Philadelphia at 4 P. M.

Tickets sold and Baggaga checked through at Tickets sold and Baggaga express

Mann's North Pennsylvenia Baggage Express

Office, No. 106 S. FIFTH Street.

ELLIS CLARK, Agent.

5 25 wimiom No. 209 N. SECOND Street.

FIRE AND BURGLAR PROOF SAFE.

LOCESMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

BUILDING HARDWARE,

8 25 No. 434 RACE Street.

AUD FION SALES. M. B. FOURTH STREET. NOS. 189 AND 141

RESPONDED STREET.

REAL HOUSEHOLD FURNITURE, MIRRORS, VELVET AND BRUSSELS CARPET, ETC.

June 22, at 10 o'clock, at No. 1343 Coates Street, by catalegue, the entire Furniture, including Walnut Parlor Furniture, Walnut Dining and Sching Room Furniture, China and Glass Ware, Extension Dining Table, Mirrora, Walnut Dining and Sching Room Furniture, Ohina and Sching Room Furniture, Ohina and Sching Room Furniture, Warderker, Spring and Hair Mattresses, Bolater and Fillows, Velvet, Brussels, and other Carpets, Kitchen Furniture, Reirigurator, etc., etc.

625 M.

SALE OF REAL ESTATE AND STOCKS. June 29, at 12 o'clock, form, at the Exchange;— WESTMINSTER AVENUE and MARKOK STREET, out heart corner.—Laure and Valuable Lot, 312 by 100 feet. GROUND RENUE.—820, 851, 821, 821 a year. BFCOND (South, No. 270—Store and Dwelling, SOUTH and THIRD, southeast corner.—Four-atory Spick Store.

nick Stare.

ELEVENTH, above Tinga. Building Lot.

SIXTH (Sorth), No. 1790. Control Dwelling.

RICHMOND, southwest of Otis. Brick and Stone Dwell-CATHARINE Nos. 968, 210, 212, 214, and 216. GIRARD AVENUE, between Franklin and Righth-Essidence.

Essidence.

Essidence.

AND DESTRUCTION No. 1917 - Modero Residence.

THERTY SIXTH and HAVIERFORD, northeast correct Destrate Residence.

FAST DAUFHIN, No. 417 - Brick Dwelling.

SECOND (North), No. 1535 - Brick Dwelling.

WEST WALNUT LANE, Germantewn - Handsome Residence.

HROWN, No. 1117 Modern Dwelling. FIFTH (North), No. 148-Modern Residence and Fac-FLEVENTH and WOOD, southwest corner-Modern

\$50,000 Pennsylvania Canal Company Mortgage Bonds, 6 Per Cent. Coupons, January and July, Clear of United States and States Taxes, Interest Guaranteed by the Pennsylvania Railroad Company. Will be Sold in Lots to Suit

Purchasers. MISCELLANEOUS BOOKS FROM LIBRARIES.
June 29, at 4 o'clock. 626 26

Sale No. 921 South Sixteenth street.

Superior Full Nitturn, Chickering Piano,
Fine Garpers, Etc.
On Wednesday Morning,
June 30, at 10 o'check, No. 921 South Sixteenth street,
above Carpenter street, by catalogue, the entire furniture,
incloding handscare wainut parlor suit, crimson reps, walnut center and honguet tables, fine-timel reserved plane,
made by Chickering; walnut daying room furniture, extensien table, chine and glassware. French mantel clock,
walnut chamber furniture, wardrobes, fine hair and
apring unituresees, feather beds, bolaters, and pillows, fine
Brussels, Venetlan, and other carpets, kitchen utensils.
The furniture has been in use but four months, and is in
excellent order.

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

Sale at the Auction Store, No. 1110 Chesnut street, ELEGANT WALNUT, PARLOR, AND OHAMBER SUITS, Rosewood Pianes, French Plate Mirrors, Carpets, 6 Cottage Suits, Champagne and Sherry Wines Refrigerators, Bookcase, Mattresses, Clothes Hampers Tin Toilet Sets, Lace Curtains, Mosquito Canopies Chima, Glassware, etc.

On Toesday Morning.

At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of superior parlor, chamber, dising room, and library furniture; refrigerators, carpets, resewood piane, fine chromo-lithographs, bookcases, lounges, Spanish chairs, sewing rockers, centre tables, mirrors chima glassware, etc.

bles, mirrors, china, glassware, etc. CHAMPAGNE AND SHERRY WINES.—At 12 clock, will be sold, about 25 cases of Champagne and Sherry wine

LACE CURTAINS AND MOSQUITO CANOPIRS,—
At 12 o'clock, will be sold, lace curtain for four windows,
and a mosquito canopies,
Catalogues ready and furniture arranged for examination
this afternoon. SALE OF A PRIVATE COLLECTION OF COINS, MEDALS, TOKENS, ETC.

June 33, at 35 o'clock at the Auction store, No. 1110
The snut street, will be sold by order of Executor, a collection of American and foreign silver and copper coins, needs, tokens, etc.
Catalogues now ready at the auction store. 6 38 2t. MARTIN BROTHERS. AUCTIONEERS.— No. 5:29 OHESNUT Street, rear entrance from Minor.

Sale No. 529 Cheannt street.

HANDSOME WALNUT FARLOR FURNITURE, covered in fine Reps and Hair Cloth; Elegant French Plate Mirrors, Handseme Watnut Chamber Suits, Elegant Walnut and Oak Ruffet Sideboards, Walnut and Oak Caneseat Chairs, Larre and Superior Fireproof Safes, Refrigerators, Handsome Brussels and other Carpots, Centre and Bouquet Tables, Bronze Chandeliers, etc.

On Wednesday, M.

Hers, etc. On Wednesday Morning.

30th inst., at 18 o'clock, at the Auction Rooms, No. 5-29
Chesnut street, by catalogue, handsome household furniture, etc.

At 12 o'clock precisely, for account of whom it may concern, pont's degant solitaire pin, 3 k.

Also, gent's cluster pin, 11 stones.

Also, 2 pair solitaire ear drops.

Also, 2 pair solitaire eardrops.

Also, 15 pieces cluster and solitaire pins and fingerrings.

Also, failing top buggy, equal to new; shifting-top

ELEGANT PIANO-FORTE.

Also, elegant resewood 7 octave plane-forte by Haines
Bres.; walnut music rack, stool, and cover. [6282t] L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

On Wednesday Morning.

June 30, at 10 o'clock, on four months' credit.

LARGE SPECIAL CLOSING SALE OF 1250 LOTS
WHITE GOODS, Linen Goods, Handkerchiefs, Embesideries Hamburg Goods, Paris Silk and Limen Fans;
1600 dozen Hoen Skirts and Corsets; 350 lots Paris
Fancy Goods and Notions.

Also,
On Wednesday, June 30,
SALE 250 CASES STRAW GOODS. (62821

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. CLOSING SALE OF 1500 CASES BOOTS, SHORS, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning, June 29, at 10 o'clock, on four months' credit. 62356 C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1200 CASES BOOTS, SHOES, BROGANS, ETC.
On Thursday morning,
July I, at 10 o'clock, including a large line of city made N. B. -Sale every Monday and Thursday.

BSCOTT'S ART GALLERY, No. 1626 GRESNUT HENRY P. WOLBERT, AUCTIONEER, No. 202 MARKET Street.

K EENAN, SON & CO., AUCTIONEERS, NO STOVES, RANGES, ETO. NOTICE.-THE UNDERSIGNED

NOTICE.—THE UNDERSIGNED

would call the attention of the public to his

NEW GOLDEN RAGLE FURNACE.

This is an entirely new beater, 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 the construction, and is perfectly air-tight; self-cleaning, baving no pipes or drams to be taken out and cleaned. It is so atranged with upright fluors as to produce a large smount of heat from the same weight of coal than any furnace now in use. The hygrometric constitute of the air as produced hysing new arrangement of evaporation will at once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once domestrate that it is the only Hed Air Furnace that once down want of a complete Heating Apparatus would do well to call and examine the Goldon Eagle.

CHARLES WILLIAMS,

Nos. 1132 and 1134 MARKET Street,

Philadelphis.

A large assortment of Cooking Ranges, Fire-Board Stones, Low Dewn Grates, Ventilators, etc., stways on head.

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

N. B. - Jobbing of all kinds promptly done. 5109 THOMSON'S LONDON KITCHENER

THOMSON'S LONDON KITCHES THE OF EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES, Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, etc., wholesale and retal by the inamulacturers, SHARPE & THOMSON, SHARPE & THOMSON, 52 windown