A. H. STEPHENS.

nion from the Vice-President of the Late deracy-Status of the Expelled Negro bers of the Georgia Legislature. letter written from Crawfordville, Ga., June Jeneral W. A. Wright, editor of the Chronicle tinel, Augusta, Ga., Alexander H. Stephens

SIN:-Your letter of the 21st linst, was duly ed, but it found me in worse condition, phy t than I have been for several weeks. This other pressing correspondence, has prevented im giving you my opiaion upon the question mided somer.

at now be brief. Indeed, there is no necessity y extended views. The argument is already by extended views. The argument is already reted by you, your neighbor of the Constituth, the Constitution at Atlanta, the letter of a Fleming, and the communication of Tally in paper, some days ago, to say nothing of the rs and productions of others. But in what I to say it is proper to premise by stating that I we the decision of the Supreme Court on the stion of negro eligibility to office in this State to in accordance with the law and constitution of the were their guide. Had I been on the bench I all liave come to the same conclusion, under the th were their guide. Had I been on the bench ald have come to the same conclusion, under the me law and constitution, that a majority of the part did, though not exactly by the same process of asoning pursued by these learned judges. The It of my judgment, however, would have been

might the two houses of our General Assembly litted an error in deciding that those members ad been elected and returned to their respecdies with an eighth or more of African blood were thereby disqualified to hold seats in the Logislature under the laws and Constitution of the State as they now stand. But it was a question which they alone—each House for itself—had the right and power under the Constitution to adjust ato and determine. By the Constitution of the State, each house is made the sole judge to decide mon election returns and qualifications of its members. This question of eligibility and qualification to hold office on the part of this class of persons, who are elevated to the status of citizenship by the present Constitution of the State, I knew was one not free from doubt, one on which able and true men might and did differ. Therefore, while I thought the decision was erroneous, I also thought that all charges against these legislative bodies upon the grounds that heir judgment had been from captious and factious motives were altogether unjust. thereby disqualified to hold seats in the

actions motives were altogether unjust.

This now clearly appears from the able dissentient pinion of Judge Warner, an eminent jurist of the Republican party, who still maintains, after all the discussions since had, that the decision of the House was right. Men on both sides, therefore, should discuss to be more charitable in their capitons of the to be more charitable in their opinions of the es of men in the discharge of public duties.

four question to me now is, What effect this ion of the Supreme Court, now rendered, can have upon the cases of those members who were decided by the respective houses of the Legislature not to be qualified to hold seats therein? Will it be not to be qualified to hold seats therein? Will it be to reseat these excluded members, or are they legally entitled to be reseated thereby? To this there can be but one legal and judicial answer. That is, no! These cases have been decided by the only tribunal having constitutional jurisdiction over them, and having been decided, they cannot be again opened even by the houses who decided them. Their indement, after being finally rendered, cannot be again taken up or reversed by themselves, any more than the Supreme Court itself can go than the Supreme Court itself can go to the docket of last session and reverse of its own judgments then rendered to the fling of the rights of the parties therein adjudicated. Much less can this judgment of the Supreme Court legally affect in any way the action of the two houses in the premises. It can have no binding or obligatory effect whatever upon the past or future action of the houses of the General Assembly upon the question involved, for by the Constitution, as stated above, each house is the sole and exclusive judge of this question so far as membership of their respective bodies is concerned for all time to come, or so long as the Constitution shall remain as it is on that point. No change, it is presumed, will ever be made in it in this particular, for it is in strict con-formity with that universal law in all representative formity with that universal law in all representative governments whenever and wherever established, either civil or ecclesiastical, by which the sole power to decide absolutely upon the qualifications of the members of the legislative bodies is and has been, without exception, I believe, vested in those bodies themselves. From their decision there is no appeal to any other tribunal; and from the very nature of the subject there cannox properly be. This power, like all other delegated powers, has often been very grossly abused in this as well as in other countries. It has been grossly abused repeatedly, perhaps, by one house or the other of the Legislature, in every State of the Union, as it has unquestionably often been most grossly abused by Congress. Its gross abuses in the British Parliament are well known by students of history. Still this arrangement in the students of history. Still this arrangement in the distribution of the powers of government is the only one, or the best one, yet discovered for keeping separate, distinct, and perfeptly independent of each other the three great departments, to wit:—the Executive, indiciary, and legislative. Monstrous as the destrict seems to some yet it has come down to us

doctrine seems to some, yet it has come down to us stamped with the wisdom of our ancestors after the experience of centuries.

This sole power to decide upon the election returns and qualifications of the members of each house, which is vested in it by the Constitution, is, however, by no means an unlimited power. Because there is proposed from its exercise it has no means institles. by no means an unlimited power. Because there is no appeal from its exercise, it by no means justifies a capricious or illegal decision under it. It is a power of great trust, to be exercised as all other judicial powers are. Each house is constituted a ludge for the purpose; this court so constituted is to hear and decide both the law and the facts in each case as it comes before them. First, to hear the facts and then apply the law to them. In forming their judgment upon the law and the facts, they are to be governed by the same general principles which govern all other courts in arriving at truth, right. govern all other courts in arriving at truth, right, and justice. Their decisions, when made in any case, stand as the decisions of all other courts, from

which no appeal or writ of error lies. This is the law of the case.

But how far members of the Legislature might very properly be influenced (in deciding doubtful questions of law involved in the legal qualifications of those elected and returned to the respective houses by the judgment of the highest tribunal in the State non the same questions in all other offices of the State, is a very different question. My opinion is that in all doubtful questions, or where their own convictions are not both clear and strong, they should be influenced, but not otherwise. The two houses of our General Assembly, at the last session, I have been informed, concurred in a resolu-I have been informed, concurred in a resolu-tion submitting this question, as one on which they had doubts, to the Supreme Court, with a pledge to conform to the decision of that Court in their action. How this is I do not know, but, if my information is correct, it certainly relieves them of all imputation of improper or factions mothem of all imputation of improper or factious mo-tives in their first action. The effect of the decision now rendered under that resolution would be a re-quirement of them, in all future like cases which nay come before them, to decide in accordance with the principles established by the judgment of the Supreme Court. This is all the fulfilment of the pledge that they can legally and constitutionally render. This, I think, the same Judges who made this decision would, if inquired of, pronounce to be a right view of the subject. Yours, most respectfully.

ALEXANDER H. STEPHENS.

A CALAMITY. The Drowning of Major Poweil's Scientific Exploring Expedition Confirmed.

A special despatch to the Chicago Journal, dated Springfield, Ili., July 2, reads as follows:

John A. Risdon, the sole survivor of the Major Poweil Exploring Expedition, arrived in this city this morning, and was furnished transportation to his home in La Salle. There is no longer any doubt of the fate of the party, as the following story truthfully tells:

On the 8th of May last the Major, with twenty men, attempted to cross the Colorado river in a small boat about twenty rods above its rapids, and about fifty miles from the Canon, for the purpose of exploring the Big Black river, which empties into the Colorado at that point. When about thirty yards from the shore, gliding along on the apparently smooth water, the boat was seen to enter a vortex which at once engulfed it, and not one of the party, which left the guifed it, and not one of the party, which left the shore a few moments before, gaily cheering, was ever seen afterwards. Risdon, who had been left at ever seen afterwards. Risdon, who had been left at the point of embarkation, saw the boat go down. He had been left in charge of the teams and baggage belonging to the party, and was to have gone below the rapids to meet the party in two days. He remained some time in the vicinity of the catastrophe, and then went around and below the rapids, with the hope of discovering some of the bodies, and while on the lookout he saw deating, some distance out in the stream, the Major's satchel, which contained the notes of the expedition. He awam out into the stream and recovered it. After remaining three days on the lookout, he started for Le Roy. a into the stream and recovered it. After remaining three days on the lookout, he started for Le Roy, a military post one hundred and seventy miles from that point on the Colorado, bringing with him all the baggage, etc., belonging to the party, which was shipped by Major Smith, the commandant of the post, to La Saile, Ill. Major Smith also sent out one expedition to examine the matter, and, if possible, recover some of the bodies, which returned after a fruitless search. The expedition was to have returned this fall, and was composed of the following gentlemen:—Major Powell, of Bloomington; William and Charles Durley, Z. W. Smith, and Andrew Knoxen, of Hennepin; David Seilers, Thomas Mooney, Charles Sullivan, Fred. Buckingham, of La Saile; Fred. Meyers, Charles Sanburn, William Scott, William Andrew, George Thomas, and William Sierman, of Bureau Junction; Thomas Siockton, of Normal; three from near Bloomington, two half-breed guides, and John A. Risdan, of La Saile, who is now here and my informant. THE REVENUE.

Important Exhibit of Imports, Exports, and Report No. 26 of the Deputy Special Commissioner of the Revenue, now in press, contains, in addition to the usual monthly, quarterly, and comparative tables, two new features of interest and value while will hereafter form a regular part of the report. The first is a statement exhibiting the total values of imports, exports, and re-exports into and out of each customs district, from and to each of twenty of the principal countries with which the United States have trade. These tables cover several pages of the report, and will be perused perhaps with more interest than any other portion. The second new feature of the report is a table anticipating the statement of the trade of the country for the next succeeding month, so far as the accounts are received at the time the report the accounts are received at the time the report goes to press. Owing to the great distances of scane of the outlying customs districts, several weeks must necessarily clapse after the close of a period before the accounts can be received, examined, returned (it may be for correction), and compiled at the Statistical Bureau. Meantime the returns for still another month may come to the returns for still another month may come to hand from the great majority of the customs districts. According to the new arrangement at the Bureau the general facts of these accounts will be given to the public in advance. Thus:—Monthly Report No. 28, being for the month of April, contains, besides the detailed statements for the month, a summary table exhibiting the imports, exports, and re-exports into and out of sixty-one customs districts for the month of May.

The following synopsis will prove interesting:—

Result of the customs of the customs of the color of the month of May.

**The following synopsis will prove interesting:—

**Result of the customs of the c

April 30, 1869. 335,775,331 268,387,741 18,899,614
To months ended.
April 30, 1868. 304,306,790 578,289,595 18,451,803
(Our despatch fails to state whether these are all reduced to gold values or not.)

Proportion of the foregoing shipped in American and foreign vessels respectively during the ten months ended April 30, 1869:—

Lampris. Exparts. Reservants**

Months ended April 26, 1807. Imports. Esports. Re-exports American vessels. \$107,919,649 \$110,127,015 \$11,778,68 Foreign vessels. . . 247,855,692 223,260,736 7,221,128 Of the imports for April, 1869, \$45,340,111 were din-tiable and \$6,856,717 free; \$26,760,404 entered for home ensumption, and \$25,416,424 entered wa brought in American vessels, \$17,007,285; in foreign vessels, \$35,169,548.

The following is the number and tonnage of

American and foreign vessels entered and cleared in the foreign trade during the month ending April 30, 1869, and the ten months ended the same, compared with the ten months ended April 80, 1868:-Month ended April 30, 1869.

American vessels... 835 314,486 818 307,766 Foreign vessels.... 1209 447,317 1174 466,864 Total...... 2044 762,803 1992 774,130

portion of our trade with Canada is carried on, show the following results:—Imports, \$1,335,609; exports, \$1,531,835; rc-exports, \$193,894. There is a large excess of exports over imports at Chicago, Detroit, Huron, Miami, and Milwaukec, while at Cape Vincent, Genesee, Oswego, and Oswegatchie the imports are largely in excess of the exports. The returns from Charleston, Savannah, Mobile, and New Orleans show a very large excess of exports over imports, the combined amounts being as follows:—Imports, \$1,294,910; exports, \$13,544,986; re-exports, \$83,102.

being as follows:—Imports, \$1,294,910; exports, \$13,544,986; re-exports, \$83,102.

The report also contains many interesting and valuable tables condensed from the British and other valuable tables condensed from the British and other foreign trade accounts, as well as the usual com-mercial reports from the United States Consuls, etc.

PAPER HANGINGS.

WARD & MCKEEVER.

No. 1400 CHESNUT Street.

SPRING STYLES.

THE FINEST STOCK,

THE CHEAPEST PRICE,

THE BEST WORKMANSHIP.

EAN&WARD PLAIN AND DECORATIVE

PAPER HANGINGS,

NO. 251 SOUTH THIRD STREET, BETWEEN WALNUT AND SPRUCE,

PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Stades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh, Branch, No. 307 FEDERAL Street, Camden, New Jersey.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIO RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIO CITY IN 134
HOURS.
TAKES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as follows:—

Local trains leave Vine street:-Leaves Vine street. 8.00 A. M. Leaves Atlantic. 4.17 P. M. Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$3.

Oakman's Local Express, No. 30 S. Fourth street, will call for begage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 39 S. Fifth street.

6 29

D. H. MUNDY, Agent.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 820 CHESNUT STREET, is prepared to receive and forward goods and money to LONG BRANCH, N. J., DIRROF. Express closes at 1 o'clock P. M. H. GORMAN, Agent.

RAILROAD LINES.

DHILADELPHIA, WILLINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commmencing MONDAY, K-vy 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue as follows.—
Way Mail Train at 830 A.M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with helaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington. Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

ilmington with train for New Castle.

Express Train at 4-0° P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Newport, Stanton, Newark, Elaton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

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

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., 230, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and Intermediate Stations.

Delaware Railroad for Harrington and Intermediate Stations.

Leave Wilmington 6 39 and 840 A. M., 130, 415, and 740 P. M. The 840 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; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Battimore 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-ment, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7 80 P. M.

The 7 00 Å. 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.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 Å. M., 9 25 Å. M., and 2 30 P. M.

Leave Chadd's Ford for Philadelphia at 0 15 Å. M.

A Sunday Train will leave Philadelphia at 8 00 Å. M. for West Grove and intermediate stations.

Returning, will leave West Grove at 4 30 P. M.

Trains leaving Wilmington at 6 30 Å. M. and 4 15 P. M. will connect at Lamokin Junction with the 7 00 Å M. and 4 30 P. M. trains for Baltimore Central Railroad.

Through tickets to all points West, Seuth, and

tral Railroad. tral Railroad.

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 pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer

H. F. KENNEY, Superintendent.

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

YORK, AND WAY PLACES.

FROM WALNUT STREET WHARP?

At 6:30 A. M., via Camden and Amboy Accom, \$2:25

At 8 A. M., via Cam, and Jersey City Ex. Mail 3:00

At 2 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. avd 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

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

ton.
At 6:30, 8, and 10 A. M., 1, 2, 3:33, 4:39, 6, 7, and 11:30 P. M. for Bordentown. Florence, Burlington, Beverly, and Delanco, and at 12 M. for Burlington, Beverly, and Itelanco.
At 6:30 and 10 A. M., 12 M., 1, 3:30, 4:39, 6, 7, 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 Market Street Ferry (upper side).

Ferry (upper side).
FROM KENSINGTON 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 5 P. M. for Trenton and Bristol, and at 10 15 A. M. and 6 P. M. for Bristol.
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 5:30 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, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. for Bristol.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 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, 6:46, and 12 P. M. for Trea-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdele,
Holmesburg, Tacony, Wiseinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lives will run
daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

At 7:30 A. M. for Ningara Falls, Buffale, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oawego, 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, ctc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. Manch Chupk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and in-termediate 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, 3-39, 5, and 6-39 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1 and 3-30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown. Hightstown. WILLIAM H. GATZMER, Agent.

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, 1869, the trains
on the Philadelphia and Eric Ratiroad will run as

follows:— WHSTWARD,

MAIL TRAIN leaves Philadelphia. 10.45 P. M.

"Williamsport 8.15 A. M.
9:30 P. M.
ERIE EXPRESS leaves Philadelphia 1.150 A. M.
"Williamsport 8.60 P. M.
"Williamsport 8.60 P. M.
ELMIRA MAIL leaves Philadelphia 8.00 A. M.
ELMIRA MAIL leaves Philadelphia 8.00 A. M.

"Williamsport 6.30 P. M.
"BASTWARD.

MAIL TRAIN leaves Erie 11:30 A. M. Williamsport 12:30 A. M. Williamsport 9:25 A. M. 6:25 P. M. 6:25 P. M. A. M.

Baggage ebecked through.
ALFRED L. TYLER, General Superintendent.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.

WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER Is unequalled for acrobbing Paints, Floors, and all household use. Ask for it and take no other.

W.H. BOWMAN, Sole Agent,
No. 1156 FRANKFORD Road

WOODLANDS CEMETERY COMPANY. W CODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1889:—
William H. Moore,
Samuel S. Moon,
Gilhea Dallett,
Edwin Greble.

Edwin Greble.

Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Genedary. Tickets may be had at the Office of the Company, No. 813 ARCH Street, or of anyof the Managers.

RAILROAD LINES.

READING RAILROAD -GREAT TRUNK LINE FROM PHIGADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL, SUSQUEHANNA. CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1800.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philaderphia, at the following

MORNING ACCOMMODATION. At 7 80 A. M. for Rending and all intermediate stations and Alientown. Returning, leaves Reading at 6:30 P. M.; arrives in Palladelphia at 1:15 P. M.

P. M.

MORNING EXPRESS.

At 815 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Kaliroad trains for Allantown, 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 Schwylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc. Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.

I caves Philadelphia at \$ 20 r. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for colum-

bia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6 25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8 40 A. M., strives 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.

Equations, leaves Philadelphia at 10-15 A. M.

Returning, leaves Philadelphia at 5:15 P. 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 8:45 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 6:40 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 6:20 P. M., arriving in Philadelphia at 9:15 P. M.

P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A.M. for Philadelphia and all way stations.

All the above trains run dally, Sundays ex-

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

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 6-10 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 Philadalphia, returning from Skippack at 8-15 A. M. and 1-50 P. M. Stale lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 6 and 8 P. M., passing Reading at 1-05 A. M., and 1-50 and 10-19

passing Reading at 105 A. M., and 150 and 10:10 P. M., and connecting at Harrisburg with Penusyl-vania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, El-

trains for Pittsburg, Chicago, Williamsport, Elmira, 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 Reading at 5:44 and 7:31 A. M., and 12:40 P. M., and arriving at New York at 11 A. M. and 12:30 and 5:00 P. M. Sleeping cars accompany 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. IS.

SCHULLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove
and Harrisburg, and at 12:15 noon for Pinegrove
and Tremont, returning from Harrisburg at 3:30

B. M. and from Transport at 7:30 A. M. and 5:35

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and rottstown Accommodation Frains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford Treasurer, No. 227 S. Courth

office of S. Bradiord, Treasurer, No. 227 S. Courth street, Philadelphia, or of G. A. Nichols, General Superintendent. 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 with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

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

MAILS

Close at the Philadelphia Post Office for all places on the read 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

FREIGHT TRAINS.

Leave Philadelphia daily at 4.35 A. M., 12.45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving rhiladelphia Depot. Orders can be left at No. 226 S. Fourth street, or at the Lepot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EAST®N, WILLIAMSPORT,
WILKESBARNE, 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, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Haliroads.
At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk. nd 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 1'15, 3'15, 5'20, and 8 P. M.
For Lansdale at 6'20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A.M., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Landale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILBOAD. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depet, at TRIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-

ket street cars, the last car conceeting with each train leaving Front and Market streets thirty wainut streets cars run within one square of the

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. 110 Market street, will receive attention.

Mail Train 8-00 A. M., 1-10 and 7-00 P. M. Fast Line 11:50 A.

Eric Express 11:50 A.

Harrisburg Accommodation 2:30 P.

Lancaster Accommodation 4:00 P.

Parkesburg Train 5:30 P. Cincinnati Express . 800 P. M. Erie Mail and Pittsburg Express . 1000 P. M. Philadelphia Express, 12 night. Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'clock. incinnati Express .

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. 118 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:-TRAINS ABRIVE AT DEPOT, VIZ.:—
Cincinnati 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 Mail 9:35 A. M.
Past 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.

owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD, TIME TABLE.

Time Table.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 2, 314, 334, 4, 4 35, 5-06, 534, 6, 614, 7, 8, 9, 10, 11, 12 P. P. .
Leave Germantown at 5, 7, 714, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 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 N. P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 936 P.M.

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 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.

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.

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.

9.25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Politadelphia at 6, 714, 9, and 11.05 A. M., 114, 3, 416, 5, 516, 614, 8.05, 10.05, and 1114 P. M. Leave Norristown at 5.40, 614, 7, 714, 9, and 11 A. M., 114, 3, 416, 614, 8, and 914 P. M. The 714 A. M., train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's land 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%

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

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only. only at School lane and Manayunk.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. leave Manaysuk at 7½ A. M., 1½, 6, and 9½ P. M.

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

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1969. Leave Philadelphia, foot of Market street, as fol-

9 co A. M., Cape May Express, due 12-25, 3 15 P. M., Cape May Passenger, due 7-15, 4-00 P. M., Fast Express (commencing on Saturday, July 3), due 6 25 P. M. Sunday Mail Train leaves at 7 15 A. M., due 10 45. Cape May Freight leaves Camden daily at 9 20

A. M.

RETURNING, TRAINS LEAVE CAPE MAY,
6 20 A. M., Morning Mail, due 10 06 A. M.
9 00 A. M., Fast Express (commencing on Monday, July 5), due 12 07.
5 00 P. M., Passenger, due 8-22 P. M.
Sunday Mail Train leaves Cape May at 5-10 P. M.

Cape Lay Freight Train loaves daily at 6:40 A. M. TIOKETS.
Annual Tickets, \$100: Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 323 Chemut street, foot of Market street, also at Cam-den and Cane May den and Cape May.

For Milville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8 00 A. M., mail, and 8 16 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barustore, and Glassboro leaves Philadelphia dally at 6 00 P. M. Paruning, leaves Classboro at daily at 6 co P. M. Returning, leaves Glassboro at 63 0A. M. Commutation books of 100 checks each, at reduced rates, between Philadsiphia and all sta-

FOR Cape May, Miliville, Vineland, etc., etc., 9:2c A. M.

For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Wa'nut street.
Freight delivery, No 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA 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., 4:16 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 6.45 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 ston at B. C. Junction, Lenni, Glen Riddle, and 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 cars of both lines connect with each train upon its arrival.

Leave Philadelphia for West Chester at 8-00 A.
Leave Philadelphia for B. C. Junetion 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 6-06
A. M.
WILLIAM C. WHEELER,
4-105
General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

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

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

On Thursday Morning,
July 8, at 9:0 clock, at the auction rooms, by ontalogue, a large assortment of superior bousehold furniture, comprising—Handsome walnut parlor, library, dining room, and chamber furniture; resewood plane jorie; Frouch plate mirrors; walnut wardrobes; sideboards; bookcasses; extension, centre, and boungest tables; chims, glass, and plated ware; fine hair mattresses; feather beds, bolisters, and pillows; superior office furniture; refrigaritors; platform scales; stoves; handsome velvet, Brussels and other carpets, etc. otc.

Also, by order of assignee, the stock of a furniture store, comprising bedsteads, bureaux, washstands, tables, chairs, mattresses, serves, etc. etc.

76.21

C. D. MCCLEES & CG., AUCTIONEERS, SALE OF 1260 CASES BOOTS, SHOES, BROGANS, ETC. ETC.
On Thresday Morning,
July S, at 10 o'clock, including a large line of city made goods.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1167 Sansom St.

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

HANDSOME WALNUT FURNITURE. BONKWOOD
PIANO-FORTE, MAJTEL AND PIRES GLASSES,
WALNUT. OAK, AND PAINTED COTTAGE
SUITS, BRUSSELS AND OTHER CARPETS,
EHOWCASES, SHAVET PLATED WARE, OIL
PAINTINGS AND CIPROMOS, GAS CHANDS,
LIERS, REFRIGERATORS, MOSQUIPTO NRTS,
TIN CHAMBER SETS, BRONZE CLYCES, OAK
AND WALNUT DINYNGROOM FURNITURE,
STOVES, CHINA, GLASSWARE, ETC.

On Friday Morning.
At 9 o'clock, at the Auction Store, No. 1110 Chesnut
street, will be sold a large assertment of superior parior,
library, chamber, and dining zoom furniture; resewood
piano, by Loud, mantel and piorglasses, Brussels, ingrain,
and Venetian carpiets, showcases, etc.

COTTAGE FURNITURE.—Also, averal suits of cottage furniture, in oak, walnut, and chesuut woods.
SECOND-HAND FURNITURE.—Also, an amortment
of second hand furniture from families loaving the vity.
The countings now rook for commitment

f second hand jurniture from families leaving the city.
The jurniture is now ready for examination. 77 2t MARTIN BROTHERS, AUCTIONEERS,— No. 5230 OHESNUT Street, rear entrance from Minor BUNTING, DURBOROW & CO., AUCTION-

D EFRS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Go. L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

Brottes Art GALLERY, No. 1026 CHESNUT K EENAN, SON & CO., AUCTIONEERS, NO

R E A D Y R O O F I N G .applied to STREP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing renairs. (Rogravel used.)

PHESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short police. Also, PAINT FOR SALE by the barrel or gallon, the best and cheapest in the market.

No. 711 N. NINTH Street, above Coates, and 2173

No. 518 WALNUT Street.

TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! You yes. Every size and kind, old or new. At No. 543 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, caus, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!

Agents wanted for interior counties.
4 284f JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported
ASPHALTIC ROOFING FRIA
In quantities to suit. This roofing was used to cover the
Paris Exhibition in 1867.

MERCHANT & CO.,

Nos. 517 and 519 MINOR Street. OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years.
HAMILTON & COORFER,
No. 45 S. TENTH Street

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(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classication of Vessels surveyed in the Continental, British and American ports, for the year 1889, is FOR SALE by

ALF MERIAN & CO.,

No. 49 EXCHANGE PLACE. A N H O O D A MEDICAL ESSAY ON THE CAUSE AND CURE OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debility, etc.
"There is no member of society by whom this book will not be found useful, whether such person holds the rela-tion of Parent, Preceptor, or Clergymen."—Medical Times and Gazette. Sent by mail on receipt of fifty cents. Address the Author, DR. E. DE F. CURTIS, 629 cm No. 222 F Street, Washington, D. C.

DHILOSOPHY OF MARRIAGE .-A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:
How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indige tion; Flattlence and Nervons Diseases Accounted for; Marriage Philosophically Considered, etc. etc. Posset volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JANE HERMANN (known as) JANE REED. Estate of JANE HERMANN (known as) JANE REED, deceased.

The Auditor appointed by the Court to andit, settle, and adjust the account of GEORGIANA REED, Administrative of JANE HERMANN (known as) Japa Roed, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, July 6, A. D. 188, at eleven (1) o'clock A. M., at his office, No. 406 WALNUT Street, in the city of Philadelphia.

6.25 imwst*

CHARLES S. BAKER, Auditor. N THE ORPHANS' COURT FOR THE

IN THE ORPHANS COURT FOR THE
CITY AND COUNTY OF PHILADELPHIA.

Estate of HENRY FRICKA, deceased.

The Auditor appointed by the Court to audit, settle, and
adjust the secount of EDWARD D. YATES, excentor
of the last will and testament of HENRY FRICKA, decased, and to report distribution of the balance in the
hands of the accountant, will meet the parties interested,
for the purpose of his appointment, on TUESDAY, July
8, A. D. 1869, at four (4) o'clock P. M., at the office of
HENRY M. PHILLIPS, Esq., No. 126 S. SIXTH Street,
in the city of Philadelphia.

625 fmw51*

IN THE ORPHANS COURT FOR THE CITY

AND COUNTY OF PHH.ADELPHIA.

Estate of GEORGE WILSON, deceased.

The Anditor appointed by the Court to audit, settle, and adjust the account of EMELINE WILSON, Administrative of estate of GEORGE WILSON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, July 7. A. D. 1889, at eleven (11) o'clock A. M., at the office of EDWARD SHIPPEN, Esq., No. 583 WALNUT Street, in the city of Philadelphia.

6 25 fmw5t*

O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILEY

N. E. corner of MARKET and WATER Streets,
Philadaphia. DEALER IN BAGS AND BAGGING Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, BonsLarge and small GENNY BAGS constantly on hand.

2 22 Also, WOOL SAUKS.

MORNY'S TASTELESS Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada. A LEXANDER G. CATTELL& CO.,

PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES No. 27 NORTH WATER STREET, 2 225 PHILADELPHIA G. GATTELL ALEXANDER G. CATTELL