CORE STO. VALUE OF ANY PARTY OF ALTERNATION OF THE PARTY OF THE PARTY

(upper side).

RAILROAD LINES.

Treptop.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington,

PROM RENSINGTON DEPOT.

Hightstown. WILLIAM H. GATZMER, Agent.

SUMMER TIME.

The trains of the Pennsylvania Central Ratiroad cave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Mar-

ket street cars, the last car connecting with each

Depot.
Sleeping-car Tickets can be had on application

at No. 901 Chesnut street, or No. 116 Market street,

TRAINS ARRIVE AT DEPOT, VIZ .:-

Cincinnati Express. 8:10 A. M., Philadelphia Express 6:50 A. M., Paoli Accommodat'n, 8:20 A. M., 8:40 and 6:20 P. M.

4 29 General Superintendent, Altoona, Pa.

the Blarket street line run within one souare. The

cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:00 A.

Leave West Chester for Philadelphia at 7:45 A.

Leave B. C. Junction for Philadelphia at 5:00 A. M. WILLIAM C. WHEELER,

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,

THE GREAT OIL REGION OF PENNSY.

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

General Superintendent.

M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15

ON SUNDAYS.

Ticket Agent at the Den

will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—
Mail Train

Market street.

A TORNADO.

The Recent Harricane in Minnesota - Men, Women, and Children Carried Away by the

Wek Centre Cor, of the St. Cloud Journal. About twelve miles southwest from here, in he town of Raymond, in Stearns county, was the dwelling-house of a well-to-do and respecta-ble farmer, Mr. Kichard Richardson, formerly of Rice county, in this State. At the time of the commencement of the storm, on Friday night, be and his family were quietly enjoying their home, with others of the neighborhood who were stopping over night with them. About 12 o'clock Mr. Richardson remarked to his wife that he feared they would have a hard storm. Before he could arouse the family or even make any preparations himself, the torhado burst upon them with such force as to tear to pieces and scatter about for a distance of a quarter of a mile the entire house and its contents, together with the inmates. There were at the time twelve persons in the building, the most of them upstairs asleep. It was a block or log-house, 16x24, one and a half stories high. Well dove-tailed at the corners and pinned with two-inch oak pins. Mr. and Mrs. Richardson, and the small child alone remained in the ruins of the house. John, the eldest son, twenty-two years old, was carried thirty-tour rods and dropped on the ground, but little hope of his recovery. George, the tecond son, thirteen years old, was also carried thirty rods, and had his right ankle broken, the bone protrading through the desh. He is also bady broken in many places. Willie, the third ton, three years of age, was borne some thirty nds, and hurled to the ground so badly injured that he lived only a few moments. Two children, little girls, were taken from their bed twisted up in their bed clothing, and dropped on the opposite side of the building from the unharmed. Mrs. R. received some injuries on and about the head and face, but nothing serious. This is about the extent of the injuries received by the family of Mr. R. Miss Anna Wilson, a school-teacher, stopping at the house of Mr. R., having some fears at the time, had risen dressed, and was sitting up when the wind Mruck the building. She was carried with the rest, mixed in with broken pieces of timber boxes, barrels, cupboards, trunks, hedding, and furniture, and the entire contents of the upper part of thehouse, thirty-seven rots, and depo-sited in the wheat field. She was so badly bruised that there is little hope of her re covery. Liberty Raymond, 22 years old, eldes son of L. B. Raymond, from whom the town of Raymond takes its name, was among the unfortunate. He was carried about the same distance as Mr. R,'s oldest son, and so badly mangled that he only survived a short time. The scene at the house when the daylight came much easier imagined than described, R. being the only one left after the disaster to callect in the dead and dying, and to care for the injured ones. After looking for and finding the most of them in the midnight gloom, it being very dark and stormy, he proceeded to th neighbors to give the alarm and procure assistance. All of the medical aid was soon on the road to the seene of distress. Drs. Canfield and McMasters, assisted by Rev. Mr. Stewart, were on the ground as soon as the horses could carry them there.

FOREIGN FACTS.

Emigration from Liverpool. The emigration from Liverpool during the last six months was as follows:—36 ships, with 23.681 passengers (under the act), of whom 8706 were English, 907 Scotch, 5302 Irish, and 8716 foreigners. Of the ships, 27 went to the United States, with 18,310 passengers, of whom 6532 were English, 899 Scotch, 5195 Irish, and 5702 foreigners. The sailings to Canada were 9 ships with 5312 passengers, of whom 2183 were Eng-lish, 8 Scotch. 107 Irish, and 3014 foreigners The total number of passengers that sailed from the Mersey during the last six months was

Amenities of Brigandage.

The latest victim of the Kurdish brigands is Behdjet Bey, consul at Tabreez, who, while on his way to Constantinople, was waylaid at Alash-kerd (Bayazid) by a dozen Kurds, who plundered number of shawls, and other property valued at 50,000 plastres. The Bey, in order to continue his journey, was obliged to borrow 4000 plastres of the caimacam, Munib Pacha, who despatched a force in search of the marauders. The French Civil Service.

Opinion Nationale of Paris publishes that France employs 502,812 public functionaries, whose united salaries amount to \$68,253,555 The Emperor and the imperial family enjoy an of \$5,300,000. The Senate \$1,020,000, the ministers take about \$200,000, the prefects fully \$800,000, the generals and officers of the staff some \$1,600,000, etc.

Rochefort Again on the Move. Ominion Nationale of Paris mentions that M. de Rochefort will retire to Geneva, on account of a powerful neighbor having hinted to the Belgian Cabinet that his presence at Brussels was contrary to a favorable settlement of the Franco-Belgian question.

The Value of Flesh and Blood. According to the report of the British Consul at Bahia, the following were the average prices of slaves in the Brazils during the year l African, males, \$800; females, \$550. Creoles, males, \$650; those having profession or trade, \$1080; females, \$802.

The Sale of the Danish West Indies. The Siecle of Paris has undertaken to teach the United States its duty in the matter of the alleged purchase of the Danish West India Islands. It says:—"The treaty of October 24, 1867, will not fail to be submitted to the high sanction of the Senate. It appears impossible that that assembly can disavow it. Such a proceeding would be unworthy of the high character of that great nation, and might seriously compromise its credit. The most solemn promises of the President would not suffice for the conclusion of any international contract, and the contracting parties would demand, in advance, the consent of the Senate. The severe loyalty of the present President, General Grant, combined with the clever policy of Mr. Sumner, are to us sufficient guarantees to assure Denmark on the issue of that question. The Danish Antilles have been duly sold to the Government of the United States, and they will be paid for.

Lady Byron.

From the London Neics. A violent attack on the memory of Lady Byron appears in the current number of Blackwood's Magazine. That lady, who, according to Thomas Moore, was never loved by her husband, but who, despite his foul acts and language, loved him passionately all her life long, who endured a martyrdom in silence, and whose whole course was marked by the most exquisite purity and goodness, now said to be a slanderer, is likened to "Brinvilliers," and is stated to have enveloped the character of her husband in a "poisonous miasma." That Lady Byron did not reveal to the world the grounds of her separation from the poet is true enough, but it is surely possible to conceive of reasons which could never be openly stated. That he was often drunk, that he was unfaithful, that he was brutal, is evident enough from the life written by his friend, but such failings have been endured by other women, and might have been borne by Lady Byron. More than this, there certainly was to justify her decision, but what it was we shall probably never know. This much, however, we do know, that Byron acknowledged that all the fault of the separation lay with himself; that Dr. Lushington, with whom Lady Byron communicated, de elared a reconciliation was impossible, and that Byron himself showed, by permitting the separation, and by his conduct afterwards, that he was not ignorant of the cause of

The writer in Blackwood even ventures to asperse Lady Byron for communicating with Dr. Lushington, remarking that the something communicated was under promise of secrecy, and that "he was bound to assume it on her sole assurance to be true." No doubt he was, and no doubt he based his opinion on her statement; but to suppose that such a woman would have maligned the man whom she loved warmly to the last, or have uttered mything untrue against him, is utterly incredible. Again we say there are difficulties in this unhappy story which may never be cleared up; but let it be recollected that Lady Byron lived on to old age, and that throughout er years of widowhood she won the love and admiration of all good men and women for her generous charity, her loving heart, and her breadth of intellect. Robertson, of Brighton, declared her to be the noblest woman he ever knew, Crabb Robinson considered her one of the best women of the day, and Miss Martineau writes of her with the warmth and admiration due to one whose 'calm, subdued character," according to one of her best friends, was marked by "warm sympathy and manifold wisdom." "There is not existing a better, a brighter, or more amiable creature than Lady Byron," said her husband in 1816, and the words uttered then were true of her until the day of her death.

The Warbling Lute.

A correspondent of the London Athenaum This instrument was introduced into the orchestra by Pope, who, in his Ode on St.

Cecilia's day, sings as follows: In sadly pleasing strain Let the warbling inte complain.

The lute was a cithara, and it is now repre sented by the guitar. A few days ago I saw a frontispiece of an old manuscript of the Hours of the Virgin Mary, representing an orchestra at work. All the instruments except one were plectrol—that is, having strings struck by the finger or other contrivance.

I suppose a person who chose might pick out and distinguish the pandore, the mandoline, the calissongini, the lyre, the guitar, the lute, the archilute, the psaltery, the theorbo, the harp, etc., all plectral instruments, differing in number of strings or other details. The exception is the organ, a small affair, such as we see in old pictures carried by one person and played by another; a little thing of less than three octaves and about three stops. We smile at the accounts given of the grandeur of this instrument; but when we look upon it as the central figure of a squad of plectrals, we may easily imagine that it deserved its

No instrument of the plectral kind can warble. We admit that

Old Orpheus tickled his harp so well, With a twinkum, twankum, twang, etc.; but a Jew's-harp (is it Jaw's-harp?) comes nearer to warbling. We might take excep-tion to the "breathing lyre" of some of the poets; but a good player on a good modern harp will brush the strings so gently as to produce what may well be called a breathing. Pope follows Dryden, who seems to have known more about musical instruments. In the "Song of 1687, Dryden says,

The soft-complaining flute In dying notes discovers, etc. And in "Alexander's Feast,"

Timotheus with his breathing flute And sounding lyre, etc. Is it possible that Pope fancied the f in finte to be only a digamma, and the bute a poetical form of the other word? Keats shows better

knowledge in Breate softly, flates; Be tender of your strings, ye soothing lutes.

The word lute seems to have come into English as luth; but I do not know its derivation. If the old stiff silk, lutestring, be of its appa rent etymology, it is pretty good evidence to

the character of the instrument. A. DE MORGAN.

-W. R. Shaw, of Bucyrus, Ohio, calls for State Convention, to be attended only by those "known as Copperheads during the war."

Buhrer, Copperhead candidate for Treasurer of Ohio, is sorry he was nominated. First—Because it will cost him \$1000. Second—Because he will not be elected. These are Mr. Buhrer's two reasons.

-The Louisville Courier-Journal says, in aluding to the Yeager case:- "The Chief Justice will probably conclude, as he did in the case of McArdle, that he has no jurisdiction. We don't think that he has the courage to confront Congress squarely in the discharge of his functions. But, if he means to be a candidate for the Presihe had better have all sorts of courage. He will have abundant use for them.

DRUGS, PAINTS, ETO.

ROBERT SHOEMAKER & CO. N. E Corner FOURTH and RACE Sts. PHILADELPHIA.

WHOLESALE DRUCCISTS

Importers and Manufacturers of White Lead and Colored Paints, Putty Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINO PAINTS, Dealers and consumers supplied at lowest prices for cash.

COOD THING.

IMPORTANT TO HOUSEKEEPERS. HOTELS, BANKS, OFFICES, ETC. The Patent Adjustable Window Screen

WILL FIT ANY WINDOW, Give ventilation and light, screen from view, and exclude FLIES, MOSQUITOES, AND OTHER INSECTS.

For sale by Dealers in House-furnishing Goods. THE ADJUSTABLE WINDOW SCREEN COMPANY, SOLE MANUFACTURERS, 6 12 stuth@m No. 623 MARKET St., Philadelphia.

FOR SALE.

FOR SALE OR TO RENT. GERMANTOWN, five minutes' walk from Wayne Station, two neat and comfortable Houses on WAYNE Street, below Manheim, suitable for a small and genteel family, with all the modern conveniences, gas, water, range, heater, etc. Rent, \$500 per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown

FOR SALE-HANDSOME THREE story Brick Dwelling, three-story double back build ingo, No. 684 SIXTH Street, above Green; modern im provements, and in excellent order. Was owned and built in the late Henry Derringer, deceased, of the very best materials and workmanahip. Immediate possession Agent at house from 12 to 2 o'clock daily.

TO RENT.

GERMANTOWN PROPERTY TO LET .-A large, modern built house, tonant house, coach-house, and five acres of land, handsomely laid out walks and garden; within two minutes walk of Dur's Lane Sta-tion. Apply to J. ARMSTRONG.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN,
NORRISTOWN BAILROAD,
TIME TABLE,
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A, M.,
1, 2, 3%, 3%, 4, 4-35, 5-66, 5%, 0, 6%, 7, 8, 9, 10, 11, 12
P. BL.

P. B.
Leave Germantown at 6, 7, 734, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 6, 834, 6, 834, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 8% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 18 A. M., 2, 4 96, 7, and 10 3, P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9 %

CHESNUT HILL RAILROAD. CHESNUT HILL RAHLROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 53, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 71,69, and 11 % A. M., 13, 3, 43, 5, 5%, 6%, 8 %, 10 %, and 11% P. M. Leave Norristown at 5 40, 6 %, 7, 7%, 9, and 11 A. M., 13, 3, 4%, 6 %, 8, and 9% P. M. The 7% A. M. train from Norristown will not step at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conscohoel: ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11.05 A. M.,
1%, 3, 4%, 5, 5%, 6%, 8.05, 10.05, and 11% P. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stoponly at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

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

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

Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commmencing MONDAY, May 10, 1809.—Trains will leave Depot corner Broad street and Washington avenue as follows:—Way Mail Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winnington for Crisfield and intermediate Stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-

Baltimore and Washington, stopping at Wilming-ton, 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, Wimington, Newport, Stanton, Newark, Elston, North East, Charlestown, Ferryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's,

deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:39 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Nowark, Elkton, 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.

diate Stations. Leave Wilmington 6 39 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 Ac-

Train from Wilmington runs dally; all other Accommodation Trains Sundays excepted.

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

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 85 P. M. Leave Philadelphia for Chadd's Ford at 7.00 P. M.

The 7.00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at

30 P. M., running to Oxfor Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 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 00 A. M. for West Grove and intermediate sta Returning, will leave West Grove at 4:30 P. 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 Cen-

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 purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent. FOR CAPE MAY, VIA WEST JERSEY RAIL

ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

Iows:—
9:00 A. M., Cape May Express, due 12:25.
8:15 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.
Sunday Mall Train leaves at 7:15 A. M., due 10:45.

Cape May Freight leaves Camden daily at 9 20 RETURNING, TRAINS LEAVE CAPE MAY,

BETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10 06 A. M.,
9 00 A. M., Fast Express (commencing on Monday, July 5), due 12 07.
6 60 P. M., Passenger, due 8 22 P. M.,
Sunday Mail Train leaves Cape May at 5 10 P. M.,
Cape May Freight Train leaves daily at 6 40 A. M.,
TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to

be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 325 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8-00 A. M., mall, and 3-30 P. M., passenger.

An accommodation train for Woodbury, Mantua,

Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reluced rates, between Philadelphia and all sta-FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Valnut street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R. Walnut street. SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-

Additional ticket offices have been located in the

reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent.

follows:-WESTWARD, MAIL TRAIN leaves Philadelphia. Williamsport EDIE EXPRESS leaves Philadelphia 11:50 A. Williamsport 8:50 P. 10:50 A. returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atco Accommodation 10°15 A. Haddonfield do. 2°00 P. Hanmonton do. 5'45 A. " Williamsport 8:50 P. M.
" arrives at Erie . 10:60 A. M.
ELMIRA MAIL leaves Philadelphia 8:00 A. M.
" Williamsport 6:30 P. M.
" arrives at Lockhaven , 7:48 P. M. fammonton do. 200 P. M. Sturning, leave MAIL TRAIN leaves Erie . 11 15 A. M. Williamsport . 12 20 A. M. Williamsport . 22 20 A. M. ERIE EXPRESS leaves Erie . 6 25 P. M. Williamsport . 7 50 A. M. Williamsport . 7 50 A. M. Mail and Express connect with Oil Oreek and Allegheny River Railroad. Baggage checked through .5.40 A. M. Hammonton SUNDAY MAIL TRAIN 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 is-

4 105

Baggage ebecked through.
ALFRED L. TYLER

General Superintendent

RAILROAD LINES

1869. FOR NEW YORK, THE CAMDEN AND TRENION RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. READING RAILROAD. GREAT TRUNK LINE OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYONING VALLEYS,

YORK, AND WAY FLACES.

PROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amb.y Accom. \$2:25
At 8 A. M., via Camden and Amb.y Express... 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. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Treptop. NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1809. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION. At 7-30 A. M. for iteading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15 P. M. MORNING EXPRESS.

Beverly, and Delanco.

At 0:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewster, Riverside, Riverton.
Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry MORNING EXPRESS.

At S45 A. M. for Reading, Lebanon, Harrisburg, Pettaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READIN 3 with At 11 A. M., via Kensington DEFOT.

New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenten and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol. last Pennsylvania Railrond trains for Allentown to, and the 8-15 A. M. train connects with the Lebanon Valley truly for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-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.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

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 Cernwell's, Torresdale, Holmesburg, Tacony, Wissian ming, 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, 6:45, and 12 P. M. New York Express Lines, via Jersey City, Fare, 83:25, At 11:30 P. M., Emigrawt Line, Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Treaton. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:50 P. M.; arrives in Pottstown at 6:40 P. M.;

READING ACCOMMODATION. At 9 30 A. M., 1-20, 4, 6-45, and 12 P. M. for Bristel,
At 9-30 A. M., 4, 6-45, and 12 P. M. for Bristel,
At 12 F. M. (Night), for Morrisville, Tuliytown,
Schenck's, Eddinston, Cornwell's, Torresdate,
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. Leaves Reading at 7-29 A. M., stopping at "all way stations; arrives in Philadelphia at 10-15 A. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville. market train for Pottsville.

Trains for Philadelphia leave Harrisburg at \$40 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 945 P. M., arriving at Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M. BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE BAILKOAD LINES, PRON KENSINGTON DEPOT.

At 7-30 A. M. for Niagara Falls, Buffala, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Moatrose, Wilkesbarre, Schooley's Mountain, etc.

At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for March Churk, Allentown, Bethlehom, etc.

At 11 A. M. and 5 P. M. for Lambertville and Intermediate stations. Market train, with a passenger car attached, leaves Sharket train, with a passenger car attached, leaves Philadelphia at 12-45, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted, termediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-Sunday trains leave Pottaville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 P. M. ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-3-3, 5, and 6-30 F. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincestown, Birmingham, and Pemberton.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate boints take the 7-30 A. M., 12-45, and 4-50 P. M. trains from Philadelphia. Returning from Downingtown at 640 A. M., 100 and 545 P. M.
PERKIOMEN RAILROAD.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Lewistown,
Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage DENNSYLVANIA CENTRAL RAILROAD.

Suppack at 6-15 and 8-15 A, M. and 1-90 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A, M. and 5 and 8 P, M., passing Reading at 1-95 A, M. and 1-50 and 10-19 P, M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on train leaving Front and Market streets thirty printers before its departure. The Chesnut and Walnut streets cars run within one square of the Returning Express train leaves harrisourg on arrival of Pennsylvania Express from Pittsburg at 3-50 and 5-50 A. M., and 10-30 P. M., passing Reading at 5-44 and 7-31 A. M. and 12-50 P. M., and arriving at New York at 11 A. M. and 12-30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left

through be, ween Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 020 and 1130 A. M., and 640 P. M., returning from Tamaqua at \$35 A. M., and 215 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 642 A. M. for Pinegrove and Harrisburg, and at 1210 noon for Pinegrove and Tremont, returning from Harrisburg at 620 P. M., and from Tremont at 645 A. M. and 740 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and TRAINS LEAVE DEPOT, VIZ.:—

Mail Train Sold A. M., 1 10 and 7 90 P. M.
Paoll Accommodatin, 10 30 A. M., 1 10 and 7 90 P. M.
Fast Line 11 50 A. M.
Eric Express 11 50 A. M.
Harrisburg Accommodation 2 30 P. M.
Lancaster Accommodation 4 00 P. M.
Parkesburg Train 5 30 P. M.
Cinciannati Express 8 90 P. M.
Eric Mail and Pittsburg Express 10 30 P. M.
Fhiladelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Philadelphia Express leaves dally. All other rains daily, except Sunday.

The Western Accommodation Train runs daily, reduced rates.

Excursion Tickets to Philadelphia, good for one

Excursion Tickets to Philadelphia, good for one except Sunday. For this train tickets must be pro-cured and baggage delivered, by 6 P. M., at No. 116

day only, are sold at Reading and Intermediate sta-tions 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. Fourth 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. Trains, at reduced rates.

sired, for families and firms MILEAGE TICKETS.

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

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For three, six, nine, or twelve months, for holders

Paoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.

Erie Mail 9:35 A. M.

Fast Line 9:35 A. M.

Parkesburg Train 9:10 A. M.

Lancaster Train 12:30 P. M.

Erie Express 4:20 P. M.

Day Express 4:20 P. M.

Southern Express 6:40 P. M.

Harrisburg Accommodation 9:40 P. M.

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No. 9:51 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot. 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

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ED WARD H. WILLIAMS, 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 road and its branches at 5 A. M., and for the WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will

principal stations only at 2:15 P. M.

FREIGHT TRAINS

Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Leanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will couldn't bangage for all trains. 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 11-39 Dungan's Express will collect baggage for all trains eaving Philadelphia Depot. Orders can be left at So. 225 S. Fourth street, or at the Depot, Thirteenth Leave West Chester from Depot, en East Mar. Leave No. Checker Into Bolov, on Base 1147.

A. M., 1°55 P. M., 4°50 P. M., and 6°45 P.M.

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

Leave B. C. Junction for Philadelphia at 5°30 A. M.

and 1°45 P. M.

Trains leaving West Chester at 7°40 A. M. will the at B. C. Junction of Philadelphia at 5°30 A. M.

and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT 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 ARMEL, PITTSTON, TUNKHANNOCK, AND CHANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays

excepted), as follows:-At 7.45 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Fittston, and Tunk-At 945 A. M. (Express) for Hethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and ssex Hallroads.
At 1-45 P. M. (Express) for Hethlehem, Easton, ch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten.
At 5:00 P M. for Bethlehem, Easton, Allentown,

nd Mauch Chunk.

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

For Fort Washington at 6:45 and 10:45 A. M., and

For Abington at 1°15, 3°15, 5°20, and 8 P. M. For Lansdale at 5°20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at \$200 A. M., 2:10, 4:46, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-95 P. M. From I ansdate at 7-55 A. P., From Fort Washington at 9-20, 10-85 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. For Addington for Philadelphia at 0 30 A. 4a.
Bothlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
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July 28, at 8 o'clock, at the auction rooms, by catalogue, an assortment of parlor, chamber, and duling room furniture: French plate mirrors; bookennes; extension tables; office traiture; hair mattresses; feather beds; china and glassware; rofrigerators; stores; swring machines, made by Parlum; see the white lead; Brussels and other carpois, etc. icis, etc.

Abs., 2 elegant Italian marble statustics. "The Greek Slave" and "Venus de Medici."

Also, superior musical box, with bell and drum at-Also, lady's gold watch.

ELEGANT WALNUT PARLOR, CHAMBER AND DINING-ROOM FURNITURE, FINE CARPETS,

DINING ROOM FURNITURE, FIRE CARFETO, ETC. CON Thursday Morning.

July 29, at 10 o'clock, at No. 2228 Pino street, will be sold, the hous-dool furniture of a family declining housekeeping, comprising. Walnut parlor suit, in haircloth; walnut chamber and diming room furniture; Brussels, ingrain, and Venetian carpets; china and glassware, conking attending retrigerator, etc.

The furniture is in excellent order, and been in use but a chart time.

can be examined early on the morning of sale. SALE OF A PRIVATE COLLECTION OF AMERICAN AND FOREIGN COINS.

ANN AND FOREIGN COINS.
On Thirriday Afternoon.
July 29, at 3% o'clock, at the auction store, No. 111d
Chesnut street, will be said a collection of foreign and
American gold, silver, and copper coins.
Catalogues can be had at the auction store.
7 37 24 MARTIN BROTHERS, AUCTIONEERS, M. (Lately Salesinen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minore

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FINE BRUSSELS AND OTHER CARPETS, SUPR.
FINE FIREPROOF SAFES, ELEGANT FRENCH
PLATE MIKRORS, ETC.
On Wednesday Morning,
At 10 o'clock, at the auction rooms, by catalogue, very
superior furniture, etc.

[7.26.21]

Administrator's Sale, No. 714 North Eighth street.

SUPERIOR HOUSEHOLD FURNITURE, FINE FRENCH PLATE MANTEL MIRROR, HIGH CASE CLOCK, FINE CARPETS, GOLD H. O. WATCH, 2 GOLD CHAINS, SILVER PLATE, RTO. On Thursday Morning.

28th inst., at 10 o'clock, at No. 714 North Eighth street, by catalogue, by order of Administrator, the entire superior household furniture, solid silver forks, spooms and ladles, gold hunting case watch, 2 gold chains, etc.

May be seen early on the morning of sale. 7 23-54

Percentrory Sale N. W. corner Sixth and Chesnut atreets.
LARGE BAR. BAR FIXTURES, FRENUH PLATE
MIRROR, MARBLE, TOP TABLES, STRAM TABLE, LIQUORS, KTO.
On Friday Morning.
July 20, at 10 o'clock, by catalogue, to close the partnership concern of Jackson & Boyce, the superior Fixtures,
including large bar, with marble tops; large French plate
mirror, gilt frame; bar fixtures, marble top tables, glassware, decanters, cockery, stem table, cooking utensils,
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Also, a quantity of whisky, rum, liquors, etc. 727 is

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