BABY SHOWS.

The Saturday Review thus criticizes a baby show recently held at Woolwich: -

Save that they are handled a little more tenderly, the babies are treated by the visitors for all the world like the beasts in a cattleshow. They are poked at and felt, and their points remarked and their flesh assailed, much as if they were cows and horses, but of an exceptionally fragile kind. Their mothers share in the ruling spirit, and turn up grimy layers of small petticoats to show the shape or fineness of the limbs beneath. The breadth of a back and the dimensions of a thigh are points of which they boast with a quite unctuous complacency; and when a knot of coarse men and gross women stand before one of the chairs-we ought to say pens-and discuss the look of the fiesh and general development for the age, the clearness of the eyes the strength of the limbs, etc., of the small occupant, the mother takes it all in as good part as a hearth-rag out when you stroke her kittens, and apparently with much the same sensations. All the mysteries of the nursery, generally held sacred from the prying gaze of the pro fane world, here go on in primitive simplicity; and any wavering young bachelor may realize to the life the after-effect of his marriage with a beloved object on small means, and put it to himself whether this is the kind of thing he likes or not. To be sure, paternity may make some difference, but the facts of baby nature are the same in both cases. and we are bound to say that haby nature and nursery mysteries are not particularly appe tizing to the great majority of men. ever poetry or beauty lies round the cradle of the first-born-and poets and artists make out that a great deal does lie round it-is here vulgarized out of existence; and, if anything could make a man a sworn celibate for life, it would be a careful scrutiny of a baby-show, such as we saw at Woolwich. As one passed chair after chair of actively-nursing mother and placidly-feeding child, the tiner shades of distinction got lost, and one came at last to regard the babies as so many animals, to be cared for by the inscrutable instinct of maternity truly, but having no claim to poetic sentiment, and very little more individuality than so many sparrows or sheep, save to their respective mothers. When not asleep or sucking, they all kicked, and screamed, and fought wildly with space, with more or less passion and vigor; they all clutched vaguely at somebody's beard, or tried to put out their own eyes, or to choke themselves with their fists; some laughed if they were tickled, and some broke out into a howl; all stared; and all were very wet about the mouth and chin: and the great mass of them seemed to sleep away the hours when they were not feeding, and when asleep they were at least quiet, though they looked hot and very uncomfortable. The atmosphere of the tent was very close and unpleasant, and as positive in its own way, if not quite so nasty, as the atmosphere of a cow house or a kennel. But the women seemed to like it; and perhaps nature, which tempers the wind to the shorn lamb, blunts their senses to things which sicken strong men. In this show prizes were offered for the biggest and finest babies of various ages, classified according to certain conditions. And among these prizes was one offered for "triplets. Accordingly the demand, though a queer one, found a corresponding supply; and one poor wretched creature, only three weeks confined, came to the show to be stared at and commiserated for the three miserable abortions she held in her arms. This seemed to us the most disgusting part of the exhibition. That a woman so awfully chastised by fate and an unfriendly nature should be helped out of compassion is one thing, but that a prize should be offered for a monstrosity is another. We do not want a race of triplets. Certainly not, if they were to be like those at North Woolwich, which had a humiliating likeness to small monkeys, and for which the best thing one could wish was a speedy release from a cruel world where whole men and women find it hard to fight their way, but where a man or woman divided by three would be nowhere in the struggle They were fearful things to regard as poten tial fathers and mothers-scarcely human they were so small and dark and dwindled weighing only three pounds each when they were born, and apparently not anything more now. Yet these miserable little abortions, with their weak and haggard mother, were set up in a stifling tent for all the days this precious show lasted, for the chance of a prize as a reward for a monstrosity. But indeed what was to be gained by offer ing prizes at all ? What can they do ? They encourage no better breed of babies, however well deserved they may be. Given the best producer and nourisher of the human animal to be found, and how will a prize either encourage or enable others to compete with her ? Besides, what are the grounds to go upon ? The judges do not write up the place of living, age, race, condition, and food of the father and mother; and if they did, how would that affect others? The whole thing is too absurd to be argued about. Teach women a a few elementary physiological truths about themselves and their children, and some good might be done; but a prize for what is a more matter of blind chance-for certain chemical proportions unknown, and therefore not to be attained by others-is the most foolish of the many foolish acts of pseudo-philanthropy that we know of. And though it is a matter-of-fact that certain women produce fine children, and certain others poor and wretched little creatures, how is a baby-show to mend matters if they are bad, or to carry them further if they are favorable? We presume no one would go so far as to advocate means like those adopted by pigeon-fanciers and stock-raisers. Is there any power or law to deny the right of men and women to produce stunted, scrofulous, rickety offspring, year after year, for as long as nature allows? We know what we should do with animals in such cases, but we cannot do the same with men and women; and baby-shows do not help us. In that North Woolwich show there were babies of all sorts, from the monkey-like triplets weighing three pounds each up to a young giantess of nine months old, with a thigh as large as the largest part of a stout man's arm; from bullet-headed creatures, as hald as so many coots, to a curious Azteclooking little thing with a mat of black hair as thick and strong as a full-grown person's; from one cleanly-made, lively youngster of nine months, with the intelligent eyes of a two-year-old, to masses of lumpy jelly with no more intellect than so many grunting little pigs. But no one could propagate or abolish any of these varieties. The thick-thighed monster must remain sui generis, unless the mother produces its like; so of the hairy type; so of the lively kind, and of all others. In fact, the question of ultimate use met one at every turn; for here was a show, with prizes to be given to so many chances, not one element of the whole concern being under human control as we exercise control, or to be manipulated by science or the will.

before, to cleanliness and intelligence of management, and had been preceded by instruction, there might be some good in these shows; but as things are, they are not only nonsense in themselves, but a very pernicious and disgusting form of nonsense, doing in-finitely more harm than good, on what side soever we regard the whole affair. A large number of women and young children are congregated together in bad air, and under unfavorable conditions for health, cleanliness, and decency; there is the chance of infectious disease, always latent somewhere among the poor even when not openly displayed, breaking out when too late to be isolated, and the consequent chance of a fearful disaster: there is the sure disturbance to the habits and temper of the mother, and the consequent disturbance to the health of the child; and all for the sake of a prize, which is barren of result -a mere sum of money, which it were better o give in charity without the pretense of a claim of earning at all. It is to be feared that children are but doubtful goods to the poor at the best of times, and a quiver-full is by no means the prayer of an East End artisan troubled to find bread for the hungry mouths about him; and if people with much money have pleasure in giving to those with little, there are only too many to receive, and occasions never wanting. But let the thing be done honestly, and with some judgment. and let charity and almsgiving be called by their right names, and not glossed over with this quasi-philanthropic, quasi-scientific varnish. A baby-show is a mischievous sham and a degrading exhibition, and the sooner we have seen the last of the kind the better tor all concorned.



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Have been in successful operation for eleven years, and in all cases given perfect satisfaction. The high is much superior to that of city gas, at much less cost. The many accidents arising from the use of KEROSENE and COAL OLL LAMPS and worthless gas machines should in-duce persons to adopt a safe, economical, and satisfac tory light. The simplicity of our machine, its alow motion, its superiority over all others on account of its REVOLV-ING evaporator, which takes up all the carbon from the material, and the fact that it will run for years without cost for repairs, recommend it above all others in the market. The machine carbon seen in concation at our material, and the fact that it will run for years without cost for repairs, recommend it above all others in the market. The machine can be seen in operation at or Office, where explanations and reforences will be given. Fürster and the second second second second second furths 2m2p] No. 237 OHESNUT Stratt, Philada. Best quality of GASOLINE always on hand.

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CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classic fication of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by

and American ports, ork. the Agents in New York. ALF MERIAN & CO., No. 49 EXCHANGE PLACE. 4.25 A N H O O DI A MEDICAL ESSAY ON THE CAUSE AND CURB 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 Clergyman,"-Medical Times and Gazette. Sent by mail on receipt of fifty cents. Address the Author, DB. E. DE F. CURTIS, 629 6m No. 222 F Street, Washington, D. C. PHILOSOPHY 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 Indigestion; Flatulence and Nervous Diseases Accounted For: Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be for: warded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, Jit., S. E. corner of FIFTH and WALKUT Streets, Philadelphis. 233

HAILROAD LINES. PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD. TIME TABLE. On and after MONDAY, May 3, 1839. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 438, 566, 5%, 6, 6%, 7, 8, 9, 10, 11, 13 P. M. RAILROAD LINES.

P. M.
 Leave Germantown at 6, 7, 714, 8, 820, 9, 10, 11, 12
 A. M., 1, 2, 3, 4, 454, 6, 614, 6, 614, 7, 8, 9, 10, 11 P. M.
 The 820 down train and 854 and 554 up trains will not stop on the Germantown Branch.
 ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2, 405, 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%, 6%, 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 9:25 P. M.

FUR CUNSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORMISTOWN. Leave Philadelphia at 6, 75, 9, and 11:05 Å. M., 13, 3, 4%, 5, 5%, 5%, 805, 10:05, and 11% P. M. Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 Å.
 M., 15, 8, 4%, 6%, 8, and 9% P. M. The 7% Å. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's Inne.

lane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohoeken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% lane.

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%, 5, 4%, 5, 6%, 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 stop only at School lane and Manayunk. ON SUNDAYS:

ON SUNDAYS: Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TA-BLE.-Communencing MONDAY, May 10, 1869.-Trains will leave Depot corner Broad street and Washington avenue as follows:-Way Mail Trainat 830A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-ton for crisheld and intermediate stations.

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ton for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Hayre-de-Grace. Connocts at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Perryman's, and Magnelia. 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 03 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-commodation Trains Sundays excepted. From Baitimore to Philadelphia. -Leave Balti-teres 2:5 A. M. War Medicost A. M. Brasses

From Baltimore to Philadelphia, --Leave Balti-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, Elliton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

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 7:60 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 26 Å. M., and 2 30 P. M.

excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 645 A. M. A Sunday Train will leave Philadelphia at 800 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 Cen-7'00 A. M. and e'00 F. M. trains for Entrance of training the start of where also State Rooms and Bertis in Steeping 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 Company. H. F. KENNEY, Superintendent. RAILROAD LINES.

1869, -FOR NEW YORK. THE CAMDEN AND AND ON DO PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

YORK, AND WAY PLACES. FROM WALNUT STREET WHARF. At 6:30 A. M., via Camdon and Amboy Accom. \$2-25 At 8 A. M., via Camdon and Jersey City Ex. Mall 3:00 At 2 P. M., via Camdon 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. R. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Treeton. Trepton.

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,

Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Falmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry immediate.

(upper side). PROM RENSINGTON DEPOT.

PROM RENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:50 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.

or Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 730 and 11 A. M., 230 and 5 P. M. for Schenkler ville and Tullytown. At 530 and 10 15 A. M., and 230, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10 15 A. M., 230, 4, 5, and 8 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sine ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg, and Frankford, and at 8 P.

M. for Holmesturg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Vis Connecting Railway. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City, Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:29, 4, 6:45, and 12 P. M. for Tren-ton.

At 2230 A. 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

dally. daily. All others, Sundays excepted, BELVIDERE DELAWARS RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES, PROM RENSINGTON DEPOT. At 7-50 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Monirose, Wilkeebarre, Schooley's Mountain, etc. At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Manch Churk Allenicar, Belvidenes etc.

Manch Chunk, Allentown, Bethlehem, etc. At II A. M. and 5 P. M. for Lambertville and in-

CAMDEN AND BURLINGTON COUNTY AND

EMBERTON AND HIGHTSTOWN RAIL ROADS. ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 245, 330, 5, and 630 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town New Egynt, and Magnertown.

town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-

town, Cream Ridge, Imlaystown, Sharon, and Hightstown. 110 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Fennsylvania Contral Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-Act street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, 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. 115 Market street,

will receive attention.

BT at 11 T store Lan	INS LB.			C 10.5		10,00 0 1	м.
Paoli Accomm	odat'n,	10.30 A	. M.,	1.10	800	17.00 P.	M.
Fast Line .						11.50 A.	M.
Erie Express		S 6			. 0	11.50 A.	M.
Harrisburg Ac	commo	lation			14	2.30 P.	MI.
Lancaster Acc	on mod	ation				4 00 P.	M.
Parkesburg Tr	ain .			÷.		5.30 P.	MI.
Cincinnati Exp	press	18-22-11					
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Philadelphia	Expres	88, 121	night	È.	- 7		
Erie Mail les					nda	v. runni	ne
on Saturday ni							

Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, day night passengers will leave Philadeiphia at 12 are sold by Morning Accommonation Market Train, Reading and Potistown Accommodation Trains, at Philadelphia Express leaves daily. All other

trains daily, except Sunday. The Western Accommodation Train runs datly, except Sunday. For this train tickets must be

RAILROAD LINES. READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKHLL, SUS-QUEHIANNA, CUMBERLAND, AND WYOMING

QUEHANN. VALLEYS, NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 18, 1869.

Leaving the Company's Depot at Thirtsenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:39 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 2:15 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Suntsiry, Williams-port, Elmira, Rochester, Ningara Falla, Buffalo, Wilkesbarre, Pittston, York, Carissie, Chambersburg, Hagerstown, etc. The 7:39 A. M. train connects at READINJ with

The 7-29 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 3-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Einira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pheerroye, etc. burg, Pluegrove, etc.

AFTERNOON EX PHESS. Leaves Philadelphia at 5750 P. M. for Reading, Pottaville, Harrisburg, etc., concerning with Read-ing and Columbia Railroad trains for Columbia, etc.

Ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.
 Leaves Polistown at 625 A. M., stopping at intermediate stations; arrives in Philadelphia at 320 A.
 M. Returning, leaves Philadelphia at 420 P. M.; arrives in Potistown at 640 P. M.
 READING ACCOMMODATION.
 Leaves Reading at 720 A. M., stopping at all way stations; arrives in Philadelphia at 515 P. M.; arrives in Reading at 720 A. M., stopping at all way stations; arrives in Philadelphia at 515 P. M.; arrives in Reading at 5 P. M., and connects with the market train for Pottsville.
 Trains for Philadelphia leave Harrisburg at \$10 A.
 M., and Pottsville at 245 P. M., arriving at Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at Philadelphia at 545 P. M.
 Harrisburg Accommodation leaves Reading at 715 A. M., and Harrisburg at 540 P. M. Connecting at Reading with Afternoon Accommodation south at 620 P. M., arriving in Philadelphia at 545 P. M.

M. Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Potisville and all way stations; leaves Potisville at 549 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

 Fall lines III and 27 Incl. London black Hallans. FANCY WOOLLEN SHIRTS.
 A large invision including norm of the finest cassimetra. LUNEN CAMBRIO HORPS.
 Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. Full lines in the and it tape borders L. C. hikks. First cases Hot Lewiston all word blankets. First cases Hot Lewiston all word blankets. First cases Hot Millowids da. do. 10 CASUS 44 FANCY BEAVERS. sepecially suitable to the clubtung trade. 14 HRISH LUNENS. Full line of blesched shirting linen, in whole and half pletess. of a well known brand. A line of superfine 14 English inditons. A line of fine to best quality seventeems. A line of supering 18 to 23-inti splendid quality black gross du Bhin, gross grains, tafferias, etc. Dress goods, shawls, halmoral skirts, eilk ties, umbrost-las, tailor's trainmings, otc. FIRST FALL SALE OF CARPETINGS, OIL-All the above trains ron dails, Sundays excepted. Sunday trains leave Potsylile at s A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Realing at S A. M.; returning from Reading at 1-98 P. M. FIRST FALL SALE OF CARPETINGS, OIL-CLOTHS, ETC. On Friday Morning, August 6, at 11 o'clock, on four months' credit, abeat 200 piscess ingrain, Venetian, list, hemp, cottage, and rag carpetings, etc. (8.7.3)

4.25 P. M. CHESTER VALLEY RAILBOAD.

CHESTER VALLEY RAILPOAD. Passengers for Downingtown and intermediate points take the 7-90 A. M., 12-35, and 4-50 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-90 and 5-35 P. M. PERKIOMEN RAILROAD. Passengers for Skippack take 7-50 A. M., 4-30 and 5-15 P. M. trains for Philadelphia, returning from Skippack at 6-15 and 8-15 A. M. and 1-50 P. M. Stage

lines for the various points in Persionen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOIL PITTSBURG AND

Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 105 A. M. and 50 and 8 P. M., pass-ing Reading at 105 A. M. and 100 and 100 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rallroot Express trains for Mitching Concess. Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc Returning Express train leaves Harrisburg on

arrival of Fennsylvania Express from Pittsonrg at 350 and 550 A. M. and 1950 F. M., passing Read-ing at 554 and 753 A. M. and 1950 F. M., and arriving at New York at 11 A. M. and 1250 and 5 P. M. Sleeping cars accompany these trains

through between Jersey City and Pittsburg without

A Mail train for New York leaves Harrisburg at S10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAUROAD.
 Trains leave Pottsville at 650 and 11:50 A. M., and 640 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 6:25 A. M. for Pinesroya

Trains leave Auburn at 6-25 A. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 6-20 P. M.,

and from Tremont at 6:45 A. M. and 7:40 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and

Canadas.

If the prizes had been given, as we said

STOVES, RANGES, ETO.

NOTICE .-- THE UNDERSIGNED

NOTICE. --THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN FAGLE FURNACE. This is an entirely new heater. It is so constructed as to once commend itself to general favor, being a combi-nation of wrought and cast hron. It is very simple in its construction, and is perfectly air tight; self cleaning, hav-ing no pipes or drams to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any fur-nace now in use. The hygremetric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy stmosphere. Those in wast of a complete Heating Apparatus would do well to call and examine the Golden Fagle. OHARLES WILLIAMS, Nos. 1132 and 1134 MARKET Street, A large assortment of Cooking Ranges, Fire-Board

A large assortment of Cooking Ranges, Fire-Board N. B.-Jobbing of all kinds promptly done.

CARPENTERS AND BUILDERS. R. R. THOMAS & CO. DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF **EIGHTEENTH** and **MARKET** Streets PHILADELPHIA. 5 26 3m GEORGE PLOWMAN CARPENTER AND BUILDER, No. 134 DOCK Street, Philadelphis PATENTS.

DATENT OFFICE. PATENTS PROCURED IN THE UNITED STATES AND EUROPE,

Inventors wishing to take out Letters Patent for Inventions are advised to consult with C. H. EvANS, N. W. corner of FOURTH and WALNUT Streets, Philadelphia, whose facilities for prosecuting cases before the Patent Office are unsurpassed by any other agency. Circulars containing full informa-tion to inventors can be had on application. Models mode averagely made secretly.

C. H. EVANS,

3 4thstul N. W. Cor. FOURTH and WALNUT. STATE RIGHTS FOR SALE. - STATE STATE RIGHTS FOR SALE. - STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPTING of dried beef, cabbage, efc., are hereby offered for sale. It is an article of great value to proprieters of hotels and restaurants, and it should be intraduced into every family. STATH RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. 5 Stf

HOUSE-WARMING WITH STEAM.-We are prepared to warm Dwellings and Baildings of all classes with our Patent improved LOW STEAM APPARATUS, Which, for efficiency and sconoray, rivals all similar methods.

6 24 8m

H. BELFIELD & CO., No. 450 North BROAD Street.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

lows:-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 Mail Train leaves at 7:15 A. M., due 10:45.
Cape May Freight leaves Camden daily at 9:20
A. M.

A. M

A. M. RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mall, due 10:06 A. M. 9:00 A. M., Fast Express (commencing on Mon-day, 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

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. 328 Chesnut street, foot of Market street, also at Cam-

Chesnut street, loot of Market street, also at Cam-den and Cape May. For Miliville, Vineland, Bridgeton, Salem, and intermediate stations, leave Fhiladelphia at 8'00 A. M., mail, and 3'30 P. M., passenger. An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia commodation train for Woodbury, Mantua,

daily at 6 00 P. M. Returning, leaves Glassboro at 6 8 0A. M.

Commutation books of 100 checks each, at re-duced rates, between Philadelphia and all stations. FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 12.00 oon

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue. 71 WM. J. SEWELL, Sup't W. J. R. R. SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1859.

Through trains leave Vine Street Ferry as fol-	L
lows:-	l
Special Excursion	L
Mail. 5'00]A. M. Freight (with passenger car). 9'46 A. M.	l
Freight (with passenger car) 9:45 A M	l
Express, through in 1% hours	L
Atlantic Accommedation	L
LEAVE ATLANTIC CITY.	ł
Atlantic Accommodation	Ľ
Express, through in 1% hours	L
Freight (with passenger car) 11.50 A. M.	L
Mail	l
Special Exemption 5.10 D M	L
Special Excursion	l
will leave Vine Street Ferry every Saturday at 2:00	l
P. M.; returning, leave Atlantic City on Monday at	l
9:40 A. M.	l
Local trains leave Vine street:-	l
Ateo Accommodation	l
	ľ
Haddonfield do. 4	L
Hammonton do	L
Returning, leave	ł
Atco. 12.15 noen. Haddonfield	l
rinddonneid	L
Hammonton	l
SUNDAY MAIL TRAIN	ł
Leaves Vine street	ł
Leaves Atlantic	
Fare to Atlantic City, \$2. Round trip tickets,	l
good for the day and train on which they are is-	L
sued, \$3.	l
Additional ticket offices have been located in the	ł
reading rooms of the Merchants' and Continental	
Hotals also at No 20 S Fifth street.	

6 29 D. H. MUNDY, Agent. 1 11

procured and baggage delivered, by a P. M., at No. 116 Market street. TBAINS ARRIVE AT DEPOT, VIZ.:-

assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred 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,

General Superintendent, Altoona, Pa. 4 90

WEST CHESTER AND PHILADELPHIA MEAILROAD. – SUMMER ARRANGE. MENT. – On and after MONDAY, April 12, 1869, Trains will ron as follows: – Leave Philadelphia from New Depot, THIRTY-FIRST and OHESNUT 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.
Leave West Chester from Depot, on East Market street, at 625 A. M., 725 A. M., 740 A. M., 1010
A. M., 155 P. M., 450 P. M., and 045 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 1230 P. M. and 545 P. M. Leave

B. C. Junction for Philadelphia at 5 30 A. M. and 145 P. M.

B. C. Sincola for Finite of products of A. A. and Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Fhiladelphia at 4-35 P. M. will stop at B. C. Junction and Media only. Passen-gers 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 statched 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 Chestrut and Walnut streeched directly by the Market street line run within one square. The

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 745 M.

Leave West Chester for Philadelphia at 7:45 A. M. and 4 45 P. M.

I, and 4 45 P. M. Leave B. C. Junction for Philadelphia at 6 00 M. WILLIAM C. WHEELER, 4 105 General Superintendent. A. M. 4 105

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. -THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF DENNSVITANTA PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 20, 1809, the trains on the Philadeiphia and Eric Railroad will run as follows:

follows:-MAIL TRAIN leaves Philadelphia Williamsport . 10.45 P. 8.15 A. arrives at Erio 9.30 I ERIE EXPRESS leaves Philadelphia 11-50 A. Williamsport 8:50 P. arrives at Lockhaven 7.45 P. M. arrives at Eric . 10.00 A. M. ELMIRA MAIL leaves Philadelphia 8.00 A. M. Williamsport 6.30 P. M. arrives at Lockhaven 7.45 P. M.

arrives at Lockhaven 745 P. M. BASTWARD.
 MAIL TRAIN leaves Erie 1145 A. M. Williamsport 1220 A. M. arrives at Philadelphia 925 A. M.
 ERIE EXPRESS leaves Erie 6625 P. M. Williamsport 750 A. M. Williamsport 850 P. M. Arrives at Philadelphia 440 P. M. Mail and Express Connect with Oil Creek and Allegheny River Railroad. Baggage checked through. Baggage checked through. ALFRED L. TYLER, 11 General Superintendent.

reduced rates. Excursion Tickets to Philadelphia, good for one any only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

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. Nicolis, General Superintendent,

COMMUTATION TICKETS. At 25 per cent, discount, between any points de-stred, for families and firms.

MILEAGE TICKETS. 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.

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. 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 road and its branches at 5 A. M., and for the

on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS Leave Philadelphia daily at 425 A. M., 1245 noon, 5 and 745 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 Callowh II streets.

NORTH PENNSYLVANIA RAILROAD.-For BETHLEHEN, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANYON SCRANTON.

SUMMER ARRANGEMENTS.

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, Allen-town, [Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-bannock. hannock

hannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Hailroads. At 146 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten.

and Harleten. 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

For Fort washington at 0 to and 10 to 11 day, 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 Cky Passenger Rallways run to the new Depot.

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 7.45 P. M. From Lansdale at 7.30 A. M.

From Fort Washington at 9 20, 10 35 A. M., and

From Abington at 2.35, 4.85, 6.45, and 9.35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:00 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:36 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 5 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARE, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 830 CHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and eities in the United States. E. COLIEMAN, Superintendents.

Huperintendent

sils, etc. On Thursday Morning, August 5, at 10 o'clock, at No. 1935 Coates street, by cata-ogue, the entire household furniture, etc. [7 30.54 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

AUO TION SALES.

BUNTING, DURBOROW & CO., AUCTION-BELIRS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

FIRST LARGE FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, August 5, at 10 o'clock, on four months' credit, in-

Infing - DOMESTICS. SHIETINGS AND SHEETINGS.-All widths of leashed and brown Attavaugan, Portsmouth, Bruns-rick, Sunnsaide, Newhoryport, etc. FLANNELS, All-wood white and colored Canton, Domet farey shirting and heavy minors'. BLANKETS.-All wood white and heavy grey mixed, of separate makes.

CASSIMERES. Diagonal all wool blue, aldeband D. acd T. bers' fance plantation, moleskin, std. SATINET: Heavy brown, black, and gold mixed Mon-

JFANS, -Glenmore, gold mixed, heavy woollon, Ken-

uchr. atte. (INGHAMS, ETC.--Manchestar booktold, Ayrahire, arcy plaids, Union Pacific checks, etc. Alare lickings, stripes, declars, alexias, cambrios, corses and, lineage, screege, prima, delaines, cottonates, humps

Taddings, erc. ALFACAS. A has a full line of black alpacas, double warps, saitable for the best trade SHIRTS AND DRAWERS. Cases heavy white and gray ribbed, various grades. LINEN GOODS. Cases shirting and sheeting linens, loom dice, damasks, bucks, etc.

Cases shirting and sheeting linens, foom dice, damasks, bucks, etc. Cases towelling, diaper, canvas, crash, table cioths, map kins, etc. MERCHANT TAILORS' GGODS. Pieces French, English, and Saxony all-wool and Union black and blue cloths. Pieces French black doeskins, twilled dioth, heavy heavers, chittchillis, etc. Pieces francy cossimilares, coatings and closkings, Italian cloths, coat collar velvets. Be DOZEN HOOP SKIRTS, of fashionable share and an Dora Configs. Fall fines if and 37 inch London black Italians. FANCY WOOLLEN SHIRTS. A large invoice, including, going of the first coastingers.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

Administrator's Sale. Estate of Manasem McClonkey, deceased. STOCK OF BRANDIFS, WINES, GIN, WHISKY, ETC., ETC. On Wednesday Morning, August 4, at 11 o'clock, at No. 1310 f. dgamont street, above Houtingtion street, will be solid, by catalogue, the entire stock of an old established liquor store, comprising brandies, visce. Holland gin, fine old Scotch and Monon-gabels whilelies, stand casks harrels, etc. Tell particulars in catalogues. It

sale at the Auction, Rooms, Nos, E9 and 141 South

Sale at the Auction, Rosnis, Nox an and Mi South SUPERIOR HOUSEHOLD FURNITURE, CARPETS, MIRRORS, FTC, On Thursday Morning, Aug. 5, at 9 o'clock, at the auction rooms, by entalogue, an assuriment of parlor, chamber, and dining room furni-ture. French plate mirrors, office furniture; honkrasses; extension fables: china and glassware; refrigoritors; stores; 600 lbs, while lead; carpets, matting, etc. 8325

MARTIN BROTHERS, AUCTIONEERS,-Ulately Salesmen for M. Thomas & Sons.) No. 529 UHESNUT Street, rear entrance from Minor.

Sale No. 529 Chesnut street. HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE: ROSEWOOD CHICKERING PIANOFORTE, FRENCH PLATE MIRRORS, FINE BRUSSELS AND OTHER CAR-PETS, PLATED WARE, LARGE AND SUPERIOR FIREPROOF SAFES, ETC. On Wedneeday Morning. August 4, at 16 o'elock, at the auction rooms, No. 529 Chesnut street, by catalogue, very superior household furniture, etc. [8 2 24

Sale at No. 1935 Coates street. HANDSOME WALNUT PARLOR AND CHAMBER FURNITURE, Superior Pinnig room Furniture, Ele-gant Kosewood 7-octave Pinnoforte, Handsome Brus-sels and Imperial Carpets, Fine Brussels Hall and Stair Carpets, Fine Hair Mattresses, Kitchen Uten-sils etc.

sils, etc.

Sale at No. 1001 North Fifteenth street.
 Sale at No. 1001 North Fifteenth street.
 FLEGANT WALNUT PARLOR, CHAMBER AND DINING ROOM FURNITURE, TWO FINR FRENCH PLATE MANTEL MIRRORS, Rich Brussels and Tapestry Carpets, Oil Paintings, Engravings, China, Etc. On Thursday Morning.
 August 5, at 10 o'lock, at No. 1001 North Fifteenth street, will be sold, by catalogue, the Furniture of a family deelinining housekeeping, comprising—Walnut parlor, chamber and dining-room furniture: Brussels, tapestry and ingrain carpets; two French plate mantel mirrors, gift frames, Venctian blinds; oil paintings and engravings; china, glassware, etc.
 The furniture is in excellent order, being in use but a few months, and can be examined after s o'clock on morning of sale.

Catalogues ready at the auction store on Wednesday afternoon. 832t C. No. 506 MARKET Street.

SALE OF 1200 CASES BOOTS, SHOES, BROGANS, ETC., FTC. On Thursday Morning, August 5, at 10 o'clock, including a large line of city made 8 5 2t

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

FIRST TALL SALE OF FOREIGN AND DOMESTIC DRY GOODS, NOTIONS, MILLINERY GOODS, ETC.,

DERY COODS, NOTIONS, MILLINERY GOODS, ETC., will take place On Wednesday Morning, Aug. 11, at 10 o'clock, by catalogue, on four months³ credit.

BSCOTT'S ART GALLERY, No. 1020 CHRSNUT

ENGINES, MACHINERY, ETO.

ENCINES, MACHINERY, ETO.
PENN STEAM ENGINE AND CHER WORKS - NEAFIE A LEVY, AND CHER

SOUTHWARK FOUNDRY, FIFTH AND

MERRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Bollers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and Pailroad Stations, etc.

Califord Stations, etc. Rotorts and Gas Machinery of the latest and most improved construction. Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping En-

Sole Agents for N. Billeux's Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ing Machines.

CIRARD TUBE WORKS.

JOHN H. MURPHY & BROS.

Manufacturers of Wrought Iron Pipe, Etc.

PHILADELPHIA, PA.

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D.R. KINKELIN CAN BE CONSULTED ON all diseases of a certain speciality. Office hours, 56 a No. 35 S. ELEVENTH Street.

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