From the London Saturday Review. The Bishop of St. David's, in the debate on the Irish Church, spoke of Austria as one of the countries in which the Papal power had visibly declined. Count Beust, in some of the despatches published in the Red Book, endeavors to convey the same lesson to the unwilling ear of the Roman Court. If a personal reference had been consistent with diplomatic propriety, the Chancellor of the Austro-Hungarian monarchy might have urged as an additional argument the remarkable fact that he is himself a Protestant. It seems, indeed, that the Roman government finds a paradoxical consolation in a circumstance which might well have been thought fatal to its hopes; for Count Trauttmansdorf, ambassador at Rome, has been unable to convince Cardinal Antonelli that some future Ministry may not reverse the recent policy of Austria. It is doubtful whether sagacious ecclesiastics really feel the confidence which they deem it pradent to profess. As long as the Austrian bishops unanimously prefer their foreign superior to their country, the Pope and his advisers can scarcely refuse to encourage their contuma-cious loyalty to Rome. The majority of the Imperial family and a large part of the aris-tecracy are opposed to the liberal designs of the Minister, and the conversion of the Emperor himself from bigotry and despotism is still recent, though it is probably sincere; but the Concordat has been renounced, not in accordance with either theory or caprice, but because it was found to be incompatible with the administration of the empire. The advocates of Ultramontane doctrines tacitly admit that their system is incompatible with constitutional government; nor would a democratic revolution in any way favor their pretensions. As Count Beust observes, the objects of the Court of Rome could only be attained by a restoration of absolute monarchy; and it is not even certain that a judicious despot would repeat the error of the Emperor's early advisers by identifying his cause with the predominance of the clergy. There is no use in bribing willing supporters by extravagant bounties. The extinct Concordat only secured the adhesion of the classes which would in any case have been devoted to absolute royalty; and it was negotiated by dishonest fanatics who were willing to barter the national interests for supposed advantages to themselves to be enjoyed here or hereafter. There was no Parliament in the days of Joseph II, who first threw off the supremacy of Rome; and the religious independence of Austria now rests on a broader foundation. Ministerial responsibility, representing Parliamentary sovereignty, is the most effective conductor of spiritual lightning. When the Austrian bishops requested the Emperor to disregard the vote of the Council of the Empire, the answer that he must be guided by the advice of his ministers was entirely conclusive. It might have been possible to play upon the conscience of the monarch, but there would be neither utility nor satisfaction in cursing a heretic minister. The Pope himself was driven in one of his Allocutions to assert that the Austrian Constitution was null and void; or, in other words, that it was essentially incompatible with claims which can scarcely prevail with collective bodies. Long ago there were exceptional cases in which popular assemblies allowed themselves to be directed by the

despotism, but an appeal to the suffrage of the electors. It is perhaps impossible that the Government of a Roman Catholic State should regard the approaching Œcumenical Council with the indifference which prevails in nonconforming countries. In the estimation o Englishmen, of Americans, or of North-Germans, the council furnishes the same kind of excitement which might be caused by the announcement of an exhibition at Paris, or of a great conflux of musical instruments at Boston. Count Beust, having a somewhat closer relation to the affairs of Rome, instructs his envoy in substance to say that the council may do what it likes, but that it will not be allowed to interfere with Austrian institutions. Perhaps but little courage is required to exorcise a phosphorus ghost. The dangers which threaten Austria have nothing to de with the friendship or enmity of Rome. The Pope cannot alienate Hungary from the reigning dynasty, nor stimulate revolutionary movements in the German provinces, nor can he ally himself with heretical Prussia or with Russian schism. Italy is even more rebellious than Austria against Papal supremacy, and in Eastern as in German questions Austria and France have a friendly understanding. It appears not yet to have occurred to the promoters of the council that the unanimity of the assembled prelates will be that of The nominal members of the Church may still be counted by tens of millions, but the laity is no longer either represented or governed by the clergy. The proposed exclusion of Catholic princes from the place which their predecessors occupied in former councils is in itself a confession of political decadence. It was only when governments were prepared to recognize the authority councils that they were con-

agents of the Church; but the alliance with

Rome of the French League, or of the rebel

Parliament of Ireland in the days of Charles

I, was temporary, and ultimately fatal to the clerical faction. Ireland is at present the only

country in the world in which the majority of

tholic priesthood. It is obvious that, if the

religious convictions of the people were really

disregarded by the constitutional Government

of Austria, the remedy for the grievances of

the Church would be, not the restoration of

cerned to watch the shaping of the decrees by which themselves or their subjects were to be bound. It is for the clergy and their leaders to consider whether their power will be increased as the reins of discipline are tightened, and the limits of permitted freedom of thought successively contracted. Austria, France, and Spain will watch the proceedings of the council with curiosity. and perhaps with a faint anxiety, as far as some additional difficulty may arise in dealing with the clergy; but for the statesmen of Roman Catholic countries the decisions will be neither more nor less sacred than for Mr. Disraeli or Mr. Bright. Count Beust probably found his correspondence with Count Trauttmansdorf the easiest of his diplomatic duties. When he turned to the affairs of Turkey, or to the relations of Austria with Germany, he must have felt like a man who lays down a novel or a newspaper to return to the details of his daily business.

The unfriendly feelings which still keep Austria and Prussia apart are the more to be regretted because the diminished intimacy between Prussia and Russia would seem to facilitate the establishment of a better understanding. Although Austria has since 1866 disclaimed all right of intervention in German politics, the party in Bavaria and in Wurtemberg which is opposed to the extension of Prussian supremacy naturally leans to Austrian support; and Count Beust declares in conventional phrase that, while his Government acknowledges the obligations of

existing treaties, it can neither discourage nor repel the voluntary sympathies of its German neighbors. It is not the interest of either power to bring the dispute to an issue, but there is reason to fear that the quarrel will continue to smoulder. Count Beust's ostentations professions of intimacy with France probably account for a part of the hostile disposition which he attributes to Prassia. In the improbable event of a war between France and North Germany, a neutral policy would be imposed on the Austrian government, both by the risk of losing the German provinces, and by the unwillingness of Hungary to engage in an unprofitable contest; yet it is true that the interests of States afford no absolute security for peace. The memory of the disasters of the Bohemian campaign must have faded further into the distance before the attention of Austria will be concentrated on internal improvement, and on the guardianship of the valley of the Danube; yet some parts of the Red Book show that Count Beust has not neglected the duty of warning the turbulent government of Roumania of the dangers which it may incur by promoting disturbance in Turkey. It is for-tunate that Hungary is even more nearly interested than the western portion of the empire in counteracting Russian propagandism and encroachment in the southeast of Europe. The general effect of the political changes of the last ten years has been to restore to a large extent the balance of power which had previously been deranged. Austria has been for defensive purposes greatly strengthened by the surrender of Venetia and by the reconciliation of Hungary. Ambitious govern-ments might learn a valuable lesson from the results which have followed the compulsory abandonment of a policy of vexations inter-ference. Within the memory of those who are still young, it was considered an indispensable condition of Austrian greatness that half a dozen petty tyrants should be aided in the oppression of as many helpless Italian provinces. It is now found that the Tyrolese frontier is more effectually protected by the neighborhood of a friendly and independent power which maintains itself without cost or langer to Austria. A close alliance with Rome, which formed the natural accompaniment of Austrian predominance in Italy, produced annoyance and disaffection at home, while in Germany an incessant conflict with Prussian influence foreboded the struggle which has since been decided, Time alone can show whether the experiment of constitutional government and of equal union with Hungary is destined to succeed, but hitherto Count Beust has performed for his adopted country the inestimable service of postponing, and perhaps of averting, a total collapse. If no fresh convulsion takes place, it may be hoped that increased material prosperity will render the new system of government generally popular. In a reign of twenty years the Emperor Francis Joseph has tried, by the advice of successive councillors, the most opposite political systems, and he is probably convinced that his present Minister has guided him into the safest path. Absolute monarchy and entire deference to ecclesiastical authority have been again and again found to be impracticable in modern Europe. It is well for Austria that no political change has at any time placed the title of the dynasty in question. No violent revolution has been interposed between Schwarzenberg and Benst. Titian's Landscapes. We give the following extract from a new

work entitled "Titian's Country," by Josiah Gilbert, author of "The Dolamite Mountains," which has just been published in London:-"He was great in mountains, and that he constituencies is controlled by the Roman Ca-

was so forms his chief claim to greatness in landscape art. He, almost the first of painters, seems to have felt the aboundir pressiveness of mountain lines, and to have rendered with a firm hand their strength and beauty, whether displayed in isolated aspiring forms, or as they stand grouped in graceful opposition. More than that, he first led the way in that appreciation of mountains, as among the grandest symbols that nature offers of power, mystery, duration, majesty, and the like, which, if not unrecognized in the earliest poetry, had yet slumbered through many ages of culture, and is distinctively a modern passion. As, for instance, I doubt if there is an earlier example than in Titian of a dark, distant, jagged mountain outline, vividly relieved by a glowing evening sky. Or again, of that striking effect of distance, isolation, and mystery, produced by the apparition of a mountain summit peering from behind nearer ranges of hills, when peak or crest lifted in air, and bright with beams from some hidden source of light, seems to give sudden hint of some strange unknown region in the far beyond. Of such ghost-like but luminous shapes Titian offers frequent instances. If too, the gloom of forests charmed him, he was eminently susceptible to the gloom and awfulness of mountains, which, alien alike to classic and medieval taste, are so grateful to the modern; and it was surely not only for the convenience of deep purples and rich blues, that his mountain forms so often sweep darkly along the horizon, like a visible thun der-peal, but that he felt their solemn grandeur. And it must have been from the same appreciation that he made so much of the ellowship between clouds and mountains. Other painters had dealt in mountain shapes of delicate blue reposing in pure ether, and for clouds scattered a few woolly patches in the void above. Titian, a mountain man, and better taught, brought the vapors down among his hills, gave them involution and coherence, wrapped them round his mountain peaks, or piled them into vast competing bulks far into the sky. In a word, without the delicate observation of Turner, or of Turner's great expounder, he was habitually conscious, as well of the poetry as of the artistic capabilities latent in the interaction of these two great landscape powers, and 'com-posed' mountain and cloud together, each answering to each like the parts of a chorus. And again there was in Titian a perception

of that physiognomy of mountains which gives them personality and makes them almost instinct with emotion. Sometimes he places them in sphinx-like attitudes of repose, embodiments of enormous passive force; sometimes they writhe and twist like hooded giants struggling to be free from bonds. Or he sets them as tutelary powers to preside over some gentle scene or nestling village; for Titian regarded them less as enemies than friends-not as a lowlander shrinking from their awfulness, but as a mountaineer, familiar with, almost welcoming, their terror, because conscious of their encompassing strength. The valley among hills, with its sequestered human life, and walls, and towers, and roofs sheltered beneath some giant mass, or clinging confidingly to its sides, is a scene

COTTON SAIL, DUCK AND CANVAS, and Wagon-cover Duck, Also, Paper Manufacturers Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.

No. 102 CHURCH Street (City Stores)

he often dwells upon.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN,
NORRISTOWN RAILROAD,
TIME TABLE.
On and after MONDAY, Play 3, 1869.
FOR GERMANTOWN,
Leave Philadelphia at 6, 7, 5, 905, 10, 11, 12 A. M.,
1, 2, 34, 34, 4, 435, 568, 52, 6, 69, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 5, 7, 7%, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 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 9-15 A. M., 2, 4-95, 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%, 5%, 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, 40, and p-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 73, 9, and 11 05 A. M., 15, 3, 43, 5, 5 %, 6 4, 8 05, 10 05, and 11 7 P. M. Leave Norristown at 5 40, 6 5, 7, 7 %, 9, and 11 A. M., 15, 8, 4%, 6 4, 8, and 98 P. M. The 7 % A. M. train from Norristown will not stop Mogee's, Potts' Landing, Domino, or Security

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

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11 05 A. M.,
1%, 3, 4%, 5, 5%, 6%, 805, 10 05, and 11% P. M.
Leave Manayunk at 610, 7, 7%, 810, 9%, and 11%
A. M., 2, 3%, 5, 6%, 830, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9%
P. M.

P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TA-BLE.—Communencing 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 Haltimore, stopping at all regular stations. Connecting with Delaware Railroad at Waming-

Connecting with Delaware Railroad at Whmington for Orisfield and intermediate stations
Express Train at 12 M. (Sundays excepted), for
Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at
Wilmington with train for New Castle.
Express Train at 4-90 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington,
Newport, Stanton, Newark, Elkton, North East,
Charlestown, Perryville, Hayroda Grace, Aber. Charlestown, Perryville. Havro-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's,

and Stemmer's Run.
Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12'00 M. train.

Stopping at all stations between Philadelphia ind Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 00 P. M. The 500 P M. Train connects with Delaware Railroad for Harrington and interme-Delaware Railroad for Harrington and Intermediate 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 Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mali; 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, Hawre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, 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, will leave Philadelphia daily (except Sundays) at 1:30 P. M., running to Oxford.

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

Leave Chadd's Ford for Philadelphia at 6:15 A. M.

excepted) at 540 A. M., 925 A. M., and 230 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 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 '00 A. M. and 4'30 P. M. trains for Baltimore Central 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 Herths 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 Company. H. F. KENNEY, Superintendent. FOR CAPE MAY, VIA WEST JERSEY RAIL-COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-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 Satur-

day, 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 RETURNING, TRAINS LEAVE CAPE MAY,

6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-Gay, 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 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. 29 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 Camden and Cape May.
For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.
An accommodation train for Woodbury, Mantua,

Barnsboro, and Glassboro leaves Philadelphia ally 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., Yo A. M. For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below

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

CANDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS,
TAKES EFFECT JULY 1, 1869.

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

Through trains leave Vine Street Ferry as fol-Special Excursion..... | Mail | 8-90 A. M. | Freight (with passenger car) | 9-45 A. M. | Express, through in 134 hours | 3-15 P. M. | Atlantic Accommodation | 4-15 P. M. | Special Excursion.... ERIE EXPRESS leaves Philadelphia 1:59 A. M.

Williamsport 9:30 P. M.

Williamsport 8:50 P. M.

ELMIRA MAIL leaves Philadelphia 8:06 A. M.

Williamsport 8:06 A. M.

Solidary Market Strice 9:30 P. M.

ELMIRA MAIL leaves Philadelphia 8:06 A. M.

Williamsport 8:06 P. M.

arrives at Lockhaven 7:45 P. M. al trains leave Vine street:-
 Atec Accommodation
 10:15 A. M.

 Hisdonfield do.
 2:00 P. M.

 Hammonton do.
 5:45 A. M.

 Returning, leave
 5:45 A. M.
 Hammonton SUNDAY MAIL TRAIN ...6.40 A. M. Additional ticket offices have been located in the

RAILROAD LINES. 1869. FOR NEW YORK. THE CAMDEN AND TRENTON RVILROAD COMPANIES LINES FROM PHILAL ELPHIA TO NEW YORE, AND WAY PLACES.

YORE, AND WAY PLACES.

FROM WALNUT STREET WHARP.

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

At 8 A. M., via Cam. and Jersey Oity 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 8:30 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 Trenton.

Treuton.
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, Beveriv, 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, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry

(upper side).

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
Treaten and Bristol, and at 10:15 A. M. and 6 P. M. (upper side).

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-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 Oornwell's. Torresdale, Holmesburg, Tacony, Wissin 10:10g, Hridesburg, 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, \$3:25.
At 1:30 P. M., Emigrant Line. Fare, \$2.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

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, Gornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9 30 A. M., 6 45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. PROM RENSINGTON DEPOT.

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

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and Intermediate stations.

termediate stations.
CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M. for derchantville, Moorestown, Hartford, Massonville, Iainesport, Mount Holly, Smithville, Ewansville,

Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3-39 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Mightstown. Hightstown. WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD

SUMMER TIME.

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

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 lett at No. 901 Chesnut street, or No. 115 Market street,

will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-

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

The Westers Accommodation Train runs dally, except Sunday. For this train tickets must be except Sunda cured and baggage delivered, by & P. M., at No.

116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-| Frie Mail | 935 A. M. | Parkesburg Train | 910 A. M. | Laneaster Train | 1230 P. M. | Laneaster Train | 420 P. M. | Day Express | 420 P. M. | Southern Express | 640 P. M. | Southern Express | 640 P. M. | Restrict Ex

Southern Express 6 40 P. M.
Harrisburg Accommodation 9 40 P. M.
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street SAMUEL H. WALLACE, Ticket Agent at the Depot

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

WEST CHESTER AND PHILADELPHIA
RAILROAD. SUMMER ARRANGE.
MENT.—On and after MONDAY, April 12, 1809,
Trains will leave as follows:—
1.cave Philadelphia from New Depot, THIRTYPIRST and CHESNUT Streets, 7-25 A. M., 9-30 A.
M., 2-30 P. M., 4-16 P. M., 4-25 P. M., 7-16 and 11-30

C. M.
Leave West Chester from Depot, on East Mar-tet street, at 6.25 A. M., 7.25 A. M., 7.49 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 inter-net late points at 12.30 P. M. and 5.45 P. M. Leave Junction for Philadelphia at 5 30 A. M. and Train leaving West Chester at 7:40 A. M. will

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadeiphia at 4:35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. 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 will change cars at B. C. Junction.

The Pepot in Philadelphia is reached directly by the Chesput and Walnut streets cars. Those of the Chesput and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8-99 A. M. and 2-90 P. M. Leave Philadelphia for B. C. Junction at 7-15 P. M. Leave West Cherter for Philadelphia at 7:45 A.
M. and * 45 P. M.
Leave B. C. Junction for Philadelphia at 6:00
WILLIAM C. WHEELER,
A. M.
General Superintendent.

A 105

General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARBISBURG, WILLIAMS.
PORT, AND THE GREAT OIL REGION OF
PENN SYLVANIA.

Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 24, 1859, the trains
on the Philadelphia and Eric Railroad will run as
follows:—

WESTWARD.

follows:— WESTWARD.

MAJI_TRAIN leaves Philadelphia . 10-45 P. M.
Williamsport . 8:15 A. M.

mail Train leaves Eric 11:15 A. M.

Williamsport 12:29 A. M.

arrives at Philadelphia 9:25 A. M.

EI:IE EXPRESS leaves Eric 6:25 P. M.

Arrives at Philadelphia 7:50 A. M.

Arrives at Philadelphia 1:10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1989. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:- MORNING ACCOMMODATION. At 7:30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

At \$15 A. M. for Reading, Lessmon, Harrisburg, Pettsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Ungerstown, etc. Hagerstown, etc.
The 7-30 A. M. train connects at READING with The 730 A. M. train connects at READING with East Pennsylvania Rallroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Rallroad trains for Williamsport, Lock Haven, Emira, etc.; at HARRISBURG with Northern Central, Cumberiand Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

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 4-30 P. M.; arrives in Pottstown at 6-40 P. M.

READING ACCOMMODATION.
Leaves Reading at 7.58 A. M. stopping at all

READING ACCOMMODATION.

Leaves Reading at 7:39 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 S. P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afterneon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:50 P. M. Connecting at Reading with Afterneon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market 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 Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at
425 P. M.

CHESTER VALLEY RAHLROAD.

Passengers for Downingtown and intermediate phia and all way stations,

Passengers for Downingtown and intermediate points take the 730 A. M., 1245, and 430 P. M. trains from Philadelphia. Returning from Downingtown at 640 A. M., 1400 and 545 P. M.

at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILRO AD.
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 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 105 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc. note, 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 12:50 P. M. and arriving at New York at 11 A. M. and 12:30 and P. M. Sleeping cars accompany these trains brough be ween 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.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 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 Pinegrove and Harrisburg, and at 12:10 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.

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 reduced rates.

Excursion Tickets to Philadelphia, good for one

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

of S. Bradford, Treasurer, No. 227 S. Fourth t, Philadelphia, or of G. A. Nicolis, General rintendent, Reading, COMMUTATION TICKETS, Superintendent, At 25 per cent, discount, between any points desired, for families and firms.

MILEAGE TICKETS.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS.

For three, six, nipe, 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 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 principal stations only at 2 15 P. M.

FREIGHT TRAINS

Leave Philadelphia dally at 4 25 A. M., 1245 noon.

FREIGHT TRAINS
Leave Philadelphia daily at 4:55 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

BAGGAGE. Harrisburg, BAGGAGE.

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

and Callowhill streets. NORTH PENNSYLVANIA RAILROAD,—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFERS 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 Tunk-

PITTSTON, TUNKHANNOCK, AND

hannock.

At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilhesbarre, Pittston,
Seranton, and New Jersey Central and Morris and At 145 P. M. (Express) for Bethlehem, Easton. Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and Hazleten. At 5 '00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A. M. 2:45 and 4:15 P. M.
For Fort Washington at 6:45 and 10:45 A. M., and

1°50 P. M.
For Abington at 1°15, 3°15, 5°20, and 8 P. M.
For Lansdale at 0°20 P. M.
Fifth and Sixth Streets, Second and Third
streets, and Union City Passenger Rallways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9-00 A. M., 2-10, 4-45, and 8-25 rom Doylestown ni out A. M., 4:55 and 7:05 P. M. From Landshile at 700 A. M. Prom Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:25, 4:35, 6:45, and 8:35 P. M.

ON SUNDAYS.
I hiladelphia for Bethlehem at 9:30 A. M.
I hiladelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown of 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. 106 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Rank 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.

K. OOLKMAN, Sansaintendent

AUD FION SALES. BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 332 and 234 MARKET Street, cornse of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning. August 12, at 10 o'clock, on four months' credit. [8 6 54

LARGE SPECIAL AND PEREMPTORY SALE OF HOSIERY, GLOVES, AND STAY BINDINGS, The Importation of Mr. George O. Evans, On Friday Morning, Aug. 15, at 10 o'clock, on four months' credit. [87.54] LARGE SALE OF CARPETINGS, OIL CLOTHS,

August 12, at 11 o'clock, on four months' credit, about 200 pieces mgrain, Venetian, list, hemp, cottage, and rag carpetings.

SALE OF BOOTS, SHOES, BROGANS, ETO.
On Tuesday Morning.
August 17, at 10 o'clock, on four months' credit. 8 11 54

August 17, at 10 o'clock, on hour months' credit. 8 H 54

THOMAS BIRCH & SON, AUCTIONEERS
CHESNUT Street, rear entrance No. 116 Sansom street.

Sale at the Auction Store, No. 116 Chesnut street.

SUPERIOR WALNUT FURNITURE, PIANO-FORTES, MANTEL AND PIER GLASSES, BRUSSELS AND OTHER CARPETS, HAIR MATTRESSES, BEDDING, OIL, PAINTINGS, ENGRAV-INGS, CLOTHES HAMPIERS, WATERCOOLERS, BEIRIGERATORS, OFFICE TABLES AND DESKS, DECORATED CHINA CHAMBER SETS, VASES, GLASSWARE, ETC.

On Friday Morning.

August 13, at 9 o'clock, at No. 1116 Chesnut street, will be sold, a large and excellent assortment of walnut parlor and chamber furniture; walnut and oak dining room suits; about 30 walnut and gilt frame manutel, pier, and chamber furniture; walnut and oak dining room suits; about 30 walnut and gilt frame manutel, pier, and chamber furniture; walnut and oak dining room suits; about 30 walnut and gilt frame manutel, pier, and chamber furniture; walnut and oak dining room suits; about 30 walnut and gilt frame manutel, pier, and chamber furniture; walnut and oak dining room suits; Brussels and other carpets; pianofortes; china, glassware, etc.

SECOND HAND FURNITURE. SECOND HAND FURNITURE -Also, an assortment

SECOND-Hand Furniture.
WHITE LEAD. Also, 500 nounds white lead.
WHITE LEAD. Also, 500 nounds white lead.
SILVER PLATED WARE AND CUTLERY.—Also,
811 22 an invoice of plated ware and cutlery. M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 129 and 141 South
SUPERIOR HOUSEHOLD FURNITURE, GARPETS,
MIRRORS, FIREPROOF SAFE, ETC.
On Thursday Morning.
Aug. 12, at 9 o'clock, at the auction rooms, by catalogue,
an assortment of parior, chamber, and dining-room furniture; French plate mirrors; office furniture; bookcases;
extension tables; china and glassware; two camphor-wood trunks; refrigerators; stoves; 600 lbs. white lead;
carpets, matting, counters, etc.

arpets, matting, counters, etc.

Also, large firsproof, made by Oliver Evans,

Also, four fine oil paintings by De Vos, Smetz, and Boo-C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 128 CASES ROOTS, SHOES, BROGANS, ETC. On Thursday Morning,

August 12, at 10 o'clock, including a large line of city made 89 3t

L IPPINCOTT, SON & CO., AUCTIONEERS,

FIRST FALL SALE OF FOREIGN AND DOMESTIO DRY GOODS, NOTIONS, MILLINERY GOODS, Etc., will takeholace On Wednesday Morning, August 18, at 10 o'clock, by catalogue, on four months credit.

MARTIN BROTHERS, AUCTIONEERS,-No. 529 CHESNUT Street, rear entrance from Minor. BSOOTTS ART GALLERY, No. 1026 OHESNUZ

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS -NEAFIR & LEVY,
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS BOILER.
MAKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressure, Iron Boilers, water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sines, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick jespatch. Every description of patternmaking made at too shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Ponesylvania Charcoal Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done at the

above business.

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

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

JACOR C NEARTH.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

MERRICK & SONS SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE. Patented June, 1868, DAVID JOY'S

PATENT VALVELESS STEAM HAMMER. D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE.

HYDRO EXTRACTOR. For Cotton or Woollen Manufacturers. 710 mwi J. VAUGHN MERRICK. WILLIAM H. MERRICE.
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service. Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and

Railroad Stations, etc.
Retorts 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 Engines, etc.

Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

STOVES, RANGES, ETC. NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN EAGLE FURNAUR.
This is an entirely new heater. It is so constructed
as to conce commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its
construction, and is perfectly air-tight; self-cleaning, having no pipes or drums 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 furnace now in use. The hygometric condition of the air as
preduced by my new arrangement of evaporation will at
conce demonstrate that it is the only Hot Air Furnace that
will preduce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would
do well to call and examine the Golden Ragle.

OHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
A large assortment of Cooking Ranges, Fire-Board
Stoves, Low Down Grates, Vestilators, etc., always on
hand.
N. B.—Jobbing of all kinds promptly done.

5 105 NOTICE .- THE UNDERSIGNED

N. B.—Jobbing of all kinds promptly done. 5105 THOMSON'S LONDON KITCHENER

or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Fugnaces, Portable Heaters, Low-down Grates, Fireboar Stoves, Bath Boilers, Stew-hole Plates, Bollers, Cooking Stoves, etc., wholesale and retal, by the manufacturers, SHARPK A THOMSON, No. 209 N. SECOND Street. O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILLEY,
N. E. corner of MARKET and WATER Streets.

DEALER IN BAGS AND BAGGING Of every description, for Grain, Figure, Sait, Super-Phosphate of Lime, Bone-Large and small GUNNY BAGS constantly on hand.

2 2 2 2 5 KS.

NORNY'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 grocess.

ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada.