THE ECLIPSE.

Observations at Springfield, Ill. Grand Sights -A Halo Around the Moon-The Peculiar Light-Effects on the Animal Creation.

SPRINGFRED, Ill., Aug. 7. - A cloudless sky and an atmosphere of unsurpassed purity today made glad the hearts of thousands. What has well been called one of the most imposing spectacles of nature has been witnessed under the most propitions circumstances. The city of Springfield, by reason of its favorable location in the very central line of the eclipse, attracted numerous visitors from all parts of the United States, and even from Europe. Professor Peirce, of the Coast Survey, was here with a corps of assistants and an imposing array of instruments. Numerous photographs were successfully taken, and no doubt many important telescopic and spectroscopic observations made which will be of great value to astronomical science. But while these learned men, with their powerful plasses, were investigating the chemical composition of the sun's atmosphere and the height of the mountains of the moon, it may not be uninteresting to know what was seen and what was not seen with the unaided eye of an unscientific observer.

All descriptions of a total eclipse of the sun which I have read seemed indefinite and unsatisfactory. I have no doubt the following account will appear equally so to others. But the fact is, the phenomenon is so peculiar and so out of the line of all ordinary experience that it is impossible with words to convey an adequate idea of its

My point of view, in common with hundreds of other observers, was the elevated mound of the reservoir about a mile and a half northeast of the State House, and but a short distance from the station of the Coast Survey. There are unfortunately no hills in the vicinity of Springfield, but the top of the reservoir commands a fair view in all directions and overlooks a stretch of several miles of open prairie to the east and south. Up to the time of nearly complete obscuration there is of course nothing to distinguish the appearance of a total eclipse from that of ordinary partial eclipses. A sensible diminution of light and a deepening blue in the heavens are the only noticeable phenomena. But as the crescent of light upon the eastern edge of the sun grew smaller and smaller. the general gloominess rapidly increased, and the sky overhead, and particularly in the northwest, became strangely dark and foreboding. Now the crescent is but a thread, and as every eye watches eagerly the small glisten and dazzle of expiring sunlight, it is suddenly transformed into an indescribably beautiful halo or corona wholly surrounding the dark body of the moon, and remaining there during the whole total phase of the eclipse. This halo is not a band of light as has been sometimes pictured and described, but a white radiating glory, brightest next to the edge of the moon and gradually diminishing into a fine and almost imperceptible nimbus at the distance of about the moon's diameter from the moon itself, and bearing a striking resemblance to the light which painters draw around the heads of Beyond this, however (and nearly or quite in the directions of north, east, south, and west), were four projecting beams or pyramids of light, having their bases in the principal corona, but shooting out far beyond.

I said the corona formed suddenly. It did not, however, become visible instantaneously, but the light of the corona began to appear on the west edge of the moon before the sunlight had absolutely disappeared on the east edge-the whole transformation occupying perhaps two seconds of time. So strange and beautiful was the appearance of this bright corona, that exclamations of surprise broke involuntarily from every lip. It was the grandest sight of a lifetime. it hung in the sky contrasted with the darkness of the earth and firmament, a feeling of awe and dread crept over the beholder. The wind, which had been blowing quite a breeze, suddenly died away, and the stillness added to the impressiveness of the scene. I no longer wondered that the ignorant in times gone by had viewed the same phenomena

with terror and dismay. In regard to the degrees of darkness during the total phase I was somewhat disappointed. But few stars were visible. Venus was distinctly seen by shutting off the light of the sun from the eye, five or ten minutes before the beginning of the total obscuration, and shone out with great brilliancy after the sun's rays disappeared. Mercury also shone with unexpected brightness. Mars, in the south, shone dimly. Saturn was too far in the southeast to be visible; at any rate I did not see it. The only fixed stars I observed were Arcturus' over head, Lyra in the northeast, and Regulus about midway between Venus and the sun. The first two of these fixed stars could be seen at a glance. Regulus, however, was dimly visible. Other stars might perhaps have been seen by careful

searching. There was no difficulty at any time during the total obscuration in reading ordinary print. But the light did not come from the halo around the moon. That gave but a small light compared with ordinary moonlight. I could read as well with my back to the celipse as with the halo shining on the paper. The light came from the illuminated sky in the northeast and southwest horizons. understand this it must be recollected that the eclipse occurred at 5 o'clock in the afternoon, and that the cone of the moon's shadow struck the earth obliquely, extending perhaps twice as far from northwest to southeast as it did from northeast to southwest. Hence on | sals for Subsistence Stores." either side of the path of the eclipse the sunlight shone upon the atmosphere near enough to be visible to us as a twilight, while in the height of totality the shadow reached so far ahead and back as to cut off all illumination in those directions. This explains why the darkness was so deep overhead, and extending to the northwest and southeast, while upon each side (that is to say, in the northeast and southwest) the horizon was of a bright orange color, lighting up the earth with, so to speak, two twilights. These twilights together gave so much more light than the corona that they overcame its brilliancy, and it cast no shadow whatever. If in total eclipse the corona was sufficient to cast a shadow, its brightness either exceeded that of this eclipse or the twilights were far less illuminating. The degree of darkness was about equal to that which in clear weather is experienced threequarters of an hour after sunset. By watching the time any evening when stars of the first magnitude begin to show themselves. and the twilight is still sufficient to enable one to read ordinary newspaper print, a cor-

total eclipse. The effect of the darkness upon the animal creation was not uniform. Hundreds of butterflies and bumble-bees were gathering honey from the clover blossoms on the slopes of the reservoir. The butterflies disappeared several minutes before the eclipse became total. The bees did not leave so soon, but

rect idea can be formed of the darkness of a

there was not one to be found after the darkness was over. Swallows, however, kept upon the wing, and a large herd of cattle ceding upon the prairie kept on unconcerned and paid no attention whatever to the great phenomenon. The workmen making repairs on the railroad not far distant thought hey knew more. They packed up their tools when it grew dark, evidently believing their day's work over; but they were soon undeceived by the reappearance of the sun, and went to work again.

Rose-colored projections or beads around the margin of the moon's disc were plainly visible to the naked eye. They were three in number; one upon the lower or southerly edge of the moon, which was visible during the whole total phase; one upon the eastern edge of the moon, which was visible for only a short time after the sunlight disappeared and one upon the western edge, which came in view a short time before the reappearance of the sunlight. The moon itself looked dark, almost black, and appeared as a disc and not

The first intimation of the passing off of the total phase was a lighting up of the horizon in the northwest, which gradually increased and moved towards us, until the great shadow at last swept by and the sun once more burst in view. The instant of the passing off of the shadow could not, however, be detected by the eye upon the sur-face of the earth. I watched for it closely, but was first apprised of the sun's appearance by the exclamations of those around me who were watching the corona. The time of the total phase was about two minutes and forty-eight seconds. It, however, seemed much longer, such was the effect of the scene upon the beholder. And I can well believe that an old negro who, the night before, was giving his recollections of the total eclipse of 1806, correctly represented his own impressions and thought he was telling the exact truth when he said that it was 'plum dark for more'n half an hour." When the total phase is over the spectator (unless he is a scientific man) feels that he has seen all, and walks away voinly trying to analyze and understand the emotions he has experienced. He is satisfied that however he may fail in communicating his impressions to others, a total eclipse of the sun, of which he can never expect to witness another, is well worth going a thousand miles to see, and that its recollections will

most beautiful of his life, - Correspondence PROPOSALS.

always be among the strangest, grandest, and

OFFICE OF ASSISTANT COMMISSARY. GENERAL OF SUBSISTENCE, AND CHIEF COMMISSARY OF SUBSISTENCE, DEPARTMENT OF THE EAST AND MILITARY DIVISION OF THE ATLANTIC,

NEW YORK CITY, Aug. 10, 1869. Scaled Proposals, in duplicate, will be received by the undersigned at his office, room No. 43 Army Building, corner of Green and Houston streets, or directed to Post Office box No. 2269, New York, until 10 o'clock A. M., September 10, 1869, for supplying the following Subsistence Stores, to be delivered in Philadelphia, as follows, viz.:-

25 barrels Pork, Mess or Prime Mess-which to be stated-to be at least 200 pounds of meat per barrel, in original packages preferred. 5450 lbs, first quality thoroughly smoked Bacon

Sides in tierces, or smoked Bacon shoulders, which 210 barrels of first quality, extra superfine Southern. St. Louis, or other brands of Flour, 2500 pounds prime White Beans, to be packed in

ourrels, head-lined. 1700 pounds Carolina Rice, in clean, good stout

oak barrels. 1300 pounds Rio Coffee in sacks. 5100 pounds of clean, dry Brown Sugar, equal in

quality to Stewart's "C" Sugar, in barrels, head-337 gallops Cider Vinegar, in barrels. 430 pounds best quality of Adamantine Candles,

to be 16 ounces to the pound, packed in boxes. 1600 pounds good hard Soap, packed. in boxes, [ull 1200 pounds clean, dry, fine Salt,

100 pounds pure black Pepper, ground, in 1/2 lb. papers, packed in boxes. ise pounds of plug Tobacco, Army standard. 100 pounds best quality breakfast Bacon, in barrel.

260 pounds sugar-cured Hams, packed in barrels. 65 pounds smoked beef Tongues, in box. 160 pounds smoked Beef, in box. 200 pounds Codfish, in box, so half boxes Sardines, in box, 35 pounds black Tea, in box.

2 pound cans, packed

450 pounds coffee Sugar "A," in barrels. 550 pounds cut Loaf Sugar, in barrels. to pounds dried Peaches, in box. to nounds dried Apples, in box. 24 cans preserved Peaches. 48 cans Corn.

cans Lima Beans. 24 cans Pineapples. 36 cans Currant Jelly. 24 cans Quince Preserves. 48 cans Tomatoes. 24 bottles Lemon Flavoring Extract, in box.

24 bottles Vanilla Flavoring Extract, in box. 26 bottles Worcestershire Sauce, in box. 24 bottles Mustard, in box, see pounds Lard in 5 lb, boxes.

One-half of these stores are required for immedi are delivery, and the other half about 10th November next. No charge for storage. Samples all, except the meats, lard, bottled, and canned articles, must be delivered, if by express or otherwise, free, with the proposals, and referred to therein, also a printed copy of this advertisement must be attached to each proposal. The seller's name, place of business, and date of

purchase, as well as the name of contents, with shipping marks to be hereafter designated, must be plainly marked on each package. Blanks for proposals furnished on application by mail, which must be enclosed in an envelope addressed to the undersigned, and endorsed "Propo-

C. L. KILBURN,

Byt. Brig.-Gen. and A. C. G. S. GOVERNMENT SALES.

A UCTION SALE OF HOSPITAL FURNITURE

ASSISTANT MEDICAL PURVEYOR'S OFFICE,)
WASHINGTON, D. C., July 20, 1869. Will be offered at public auction, in this city, at Judiciary Square Depot, E street, between Fourth and Fifth streets, on WEDNESDAY, the 18th day of August, at 10 A. M., a large assortment of Hospital Furniture and Appliances, among which will be and the following, viz :-

2000 Tin Basins, 2000 Iron Bedsteads, 2000 Delf Bowels, 900 Leather Buckets, 500 Wooden Buckets, 19,000 Tin Cups, 2500 Delf Dishes, assorted; 15,000 Knives and Forks, each; 2000 Litters, 300 Delf Pitchers, 4000 Delf Plates, 800 Delf Tea-pots, 600 Salt-cellars, 1200 Razors and Strops, 1500 Spittoons, 10,000 Tablespoons, 6000 Teaspoons, 50 Mess Chests, see Rubber Cushions, 5000 yards Gutta-percha Cloth. 2000 Gutta-percha Bed-covers, and a large variety of other articles, embracing Funnels, Corkscrews, Dippers, Gridirons, Lanterns, Scales and Weights shop), States and Pencils, Bedside-tables, Sickchairs, Cots, Horse-litters, Coffee-mills, Tin Tumblers, etc., etc.

With a small exception the above articles are new. Catalogues with full particulars furnished upon ap-

Terms cash, in Government funds only; 25 per cent, deposit required at time of sale, and all purcent, deposit required at time of sale, and all purchases to be removed within five days.

CHARLES SUTHERLAND,

CHARLES SUTHERLAND,

Assistant Medical Purveyor, Brevet Colonel United

8 13 4t

Geod for the day and train to such that the sale, 48.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29

D. H. MUNDY, Agent.

States Army.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHLROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3 14, 3 34, 4, 4 35, 5 05, 5 14, 6, 6 52, 7, 8, 9, 19, 11, 12

P. M.
Leave Germantown at 6, 7, 7%, 8, 8-29, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 41, 5, 55; 6, 65; 7, 8, 9, 10, 11 P. M.
The 8-29 down train and 3-3 and 5-3 up trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10-3

Leave Germantown at 8:15 A. M., 1, 3, 6, and 93, CHESNUT HILL RAILROAD.

Leave Philadelphia at 0, 8, 10, 12 A. M., 2, 854, 554, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:49 A. M., 1:40,

Cave Chesnut Hill at 750 A, M., 1240, 540, and 7 P. M.
Leave Philadelphia at 945 A, M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A, M., 1240, 540, and 925 P. M.
FOR CONSHOROGEN AND NORRISTOWN.

Leave Philade phis at 6, 7%, 9, and 11°05 A. M., 1%, 4%, 5, 5%, 6%, 8°05, 10°05, and 11% P. M.
Leave Norristown at 5°40, 6%, 7, 7%, 9, and 11 A.
d., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop
to Mogee's, Potta' Landing, Domino, or Schur's

Inne.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Constrollocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 536, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 1195 A. M., 13, 8, 45, 5, 536, 6½, 805, 1005, and 11½ P. M.

Leave Manayank at 540, 7, 736, 840, 9½, and 11½

A. M., 2, 3½, 5, 6½, 820, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayank.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 236, 4, and 7½ P. M.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 236, 4, and 756 P. M.
Leave Manayunk at 75 A. M., 15, 6, and 95 P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE—Trains will leave Depot corner Broad street and Washing-Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington

or Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Saltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 400 P. M. (Sundays excepted),

for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, erryville, Havre-te-Grace, Aberdeen, Perrymau's, dgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elston, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia

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

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not ston between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

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

SUNDAY TRAIN FROM BALTIMORE.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 435 P. M. Leave Philadelphia for Chadd's Ford at 700 P. M.

The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 9-25 A. M., and 2-30 P. M. Leave Chadd's Ford for Philadelphia at 6-15 A. M.

A Sunday Train will leave Philadelphia at 8:00 A M. for West Grove and intermediate stations. Re-turning, will leave West Grove at 4:30 P. M. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. will connect at Lamokin Junction with 7:00 A and 4:30 P. M. Trains for Baltimore Central Rail-

Through tickets to all points West, South, and Southwest may be produced at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can b secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent,

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1989. Leave Philadelphia, foot of Market street, as fol-

9.00 A. M., Cape May Express, due 12.28. 3.16 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, RETURNING, TRAINS LEAVE CAPE MAY,
6:30 A. M., Morning Mail, due 10:05 A. M.,
9:00 A. M., Fast Express (commencing on Monday, July 5), due 12:07.
6:60 P. M., Passenger, due 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.
Cape May Freight Train leaves daily at 6:40 A. M.
THUKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$6, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cana May. TIUKETS.

den 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, Barnaboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

FREIGHT TRAINS LEAVE CAMDEN
For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00

Freight received at first covered wharf below Valuut street. Freight delivery, No. 228 S. Delaware avenue, 71 WM. J. SEWELL, Sup't W. J. R. R.

CHORTEST ROUTE TO THE SEA SHORE, CANDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-Atlantic Accommodation 6.98 A. M. Fapress, through in 1% hours 7.24 A. M. Special Excursion. Local trains leave Vine street:-teo. 12:16 n addonfield. 2:45 P .5.40 A. M. Hammonton SUNDAY MAIL TRAIN Leaves Atlantic City, \$2. Round trip tickets,

od for the day and train on which they are is-

RAILROAD LINES.

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPKIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PROM WALNUT STREET WHAPP.

At 6:30 A. M., via Cam. and Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Camden and Amboy Express... 3:00 At 2 P. M., for Amboy and intermediate stations. At 6:30 and 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. Trenton. At 6:30, 8, and 10 A, M., 12 M., 2, 3:30, 4:30, 8, 7, and

11-20 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanac.
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). FROM KENSINGTON DEPOT

At 11 A. M., via Kensington and Jorsey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 2 7:31. Straight and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdate, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

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, 80:25.
At 11:30 P. M., Emigrant Line. Fare, 82.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tron-

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristoll.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run
daily. All others, Sundays excepted.
BELVIDERE DELAWARIS RAILROAD LINES.

At 7:30 A. M. for Niagara Falls, Buffalo, Dun-At 7:30 A. M. for Kingara Falls, Bushin, Dankirk, 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, Strondsburg, Water Gap, Belvidore, Easton, Lambertville, Flemington, etc. The 3:30 P. M. sine connects direct with the train leaving Easton for Management Statistics.

Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and inermediate stations. BERTON AND HIGHTSTOWN RAIL.

OM MARKET STREET PERRY (UPPER SIDE). PROM MARKET STREET PARKET and 6-30 P. M. for At 7 and 10 A. M., 1, 2-15, 3-30, 6, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, 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 3:30 P. M. for Lewistown,
Wrightstown, Ceekstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

Hightstown, WILLIAM H. GATZMER, Agent. DENNSYLVANIA OFNTRAL RAILROAD.

SUMMER TIME. The trains of the Fennsylvania Central Railroad leave the Lepot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Marhet street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Obesnut and Walnut streets cars run within one square of the Depot. Sieeping-ear 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 or and deliver baggage at the depot. Orders left it No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ .:-

Cincinnati Express 8:00 P. M.
Erie Mali and Pittsburg Express 10:30 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passer gers will leave Philadelphia at 12 of clock. Philadelphia Express leaves daily. All other

trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by a P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express 3:10 A. M.
Philadelphia Express 6:50 A. M.
Paoid Accommodat'n, 8:20 A. M., 3:49 and 0:20 P. M. | Prie Mail | 9 35 A. M. | Fast Line | 9 35 A. M. | Parkesburg Train | 9 10 A. M. | Lancaster Train | 12 40 P. M. | Eric Express | 4 20 P. M. | Harrisburg Accommodation 6-40 P

risturg Accommodation 940 P. M.
or further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESAUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,

Ticket Agent at the Depot, Railroad Company will not assume any risk for Baugage, 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, unlers taken by special contract, FDWARO H. WILLIAMS, 4 29 General Superintendent, Altcona, Pa. WEST CHESTER AND PHILADELPHIA W RAILROAD. - SUMMER ARRANGE. MENT.-On and after MONDAY, April 12, 18:9,

Trains will leave as follows:-Lance Foliadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7 25 A. M., 9 39 A. M., 2 30 P. M., 4 15 P. M., 4 36 P. M., 7 15 and 11 30

P. M. Leave West Chester from Depot, on East Mar-ott street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M. Leave Philadelphia for R. C. Junction and inter-ne late points at 12:30 P. M. and 5:46 P. M. Leave 3, C. Junction for Philadelphia at 5:30 A. M. and

Train leaving West Chester at 7-49 A. M. will stop at B. C. Junction. Lenni, Glen kilddle, and Media; leaving Philadephia at 4-35 P. M. will stop at Media. Glen Riddle, Lenni, and B. C. Junction. Parsengers 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 Depot in Philadelphia is reached directly by the Chest att and Walnut streets cars. Those of the Market street line run within one square. The Train leaving West Chester at 7-40 A. M. will

he Market street line run within one square. ars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8 00 A. I. and 2 30 P. N. Leave Philadelphia for B. C. Junction at 7 15 Leave West Chester for Philadelphia at 7:45 A. Leave West Chesco.

I. and 4 45 P. M.

Leave B. C. Junction for Philadelphia at 6:00

M. WILLIAM C. WHEELER,

General Superintentent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMS.
PORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 25, 1809, the trains
on the Philadelphia and Eris Railroad will run as
follows:— westward.

MAIL TRAIN leaves Philadelphia . 10-45 P. M. Williamsport . 8-15 A. M. arrives at Erle ERIE EXPRESS leaves Philadelphia 11 50 A. M. Williamsport 8 50 P. M. ELMIRA MAIL leaves Philadelphia 8 00 A. Williamsport 6 40 P. 8 00 A. M. 6 a0 P. M. arrives at Lockhaven 7:45 P. M. BASTWARD. - 11-15 A. M.

MAIL TRAIN leaves Eric Williamsport

General Superintendent.

RAILROAD LINES.

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

NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 12, 1869. 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 6:50 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.
At S 15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagrar Falls, Buffalo, Wilkesbarre, Pf. ston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:20 A. M. train connects at READING with ast Pennsylvania Railroad trains for Allentown, tc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eintra, etc.; at HAR-RISBURG with Northern Central, Cumberland Valley, and Schuyikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pingrawa, atc. burg, Pinegrove, etc.

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

POTISTOWN ACCOMMODATION.

Leaves Potistown at 6-25 A. M., stopping at latermediate stations; arrives in Philadelphia at 8-40 A.

M. Returning, leaves Philadelphia at 4-30 P. M.;
arrives in Potistown at 6-40 P. M.

READING ACCOMMODATION.

Leaves Feeding at 7-20 A. M. stopping at all

READING ACCOMMODATION.

Leaves Reading at 7:30 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 5:10 A. M., and Pottsville at 2 A. M., arriving in Philadelphia at 1 P. M. Afternoon 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

Philadelphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 D. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way tations: leaves Pottsville at 5:40 A. M., connecting t Reading with accommodation train for Philadel-

nia 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 Rending at S.A. M.; returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate to take the 730 A. M., 1245, and 430 P. M. trains rom Philadelphia, Returning from Downingtown at 610 A. M., 1 00 and 5 45 P. M.
PERKIOMEN RAILROAD.

Passengers for Skippack take 1:30 A. M., 4:20 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

Skippack at 6-15 and 8-15 A. M. and 100 P. M. Stage imes for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1-05 A. M. and 150 and 10-10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Putsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc. Returning Express train leaves Harrisburg on Returning Express train leaves marrisoning 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 12:30 P. M., and arriving at New York at 11 A.M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through besween Jersey City and Pittsburg without change.

change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:95 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Taimaqua at 8:35 A. M., and 2:15 and 4:15 P. M. and 245 and 445 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 6425 A. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 640 P. M., and from Tremont at 645 A. M. and 740 P. M.,
TICKETS.

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

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

Excursion Tickets to Philadelphia, good for one bay only, are sold at Reading and Intermediate stans by Reading and Potistown Accommodation The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Phundelphia, or of G. A. Nicolis, General Superintendent, R

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 cach, 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 ith 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 se had only at the Ticket Office, at Thirteenth and

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

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

Leave Philadelphia daily at 435 A. M., 1245 noon, 6 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. 925 S. Fourth street, or at the Depot, Thirteenth
and Callowhill streets.

NORTH PENNSYLVANIA N FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7-45 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hezleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

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

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazleton.
At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 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 Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 0.25 P. M. Fifth and Sixth Streets, Second, and Third treets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 900 A. M., 210, 445, and 8.25 From Doylestown at 8 25 A. M., 4 55 and 7 05 P. M. From Lansdale at 7 30 A. M. From Fort Washington at 9 29, 10 85 A. M., and From Abington at 2-35, 4-35, 6-45, and 9-35 P. M.

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

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

E. COLEMAN,
Superintendent.

AUD FION SALES.

M. THOMAS & SONS, NOS. 189 AND 141

SALE OF REAL ESTATE, August 17, At 13 o'clock, moon, at the Exchange, will include.

NEW THREE-STORY BRICK DWELLANGS, Nos.
Isle, 161s, 1220, 1223, and 1224 Christian street. Have all the
modern conveniences. Will be sold separately.

THREE STORY BRICK STORE AND OWELLING,
No. 3631 Market street. Good business stand. A SEL Market street. Good business stand. GENTEEL THREE STORY BRICK DWELLING,

Sorie street, northwest of Almond street.
GENTERL THREE STORY BRICK DWELLING.
No. 227 Pine street. Immediate possession.
100 shares Empire Transportation Company.
8410 Union Phoths Railway bonds.
8320 Pittsburg City 4 per cent. bonds.
811.000 Philadelphia and Eric Railward 7s.
Pew No. 79 St. Mark's Oburch.
8 13 36

BUNTING, DURBOROW & CO., AUCTION-BERS, Nor. 232 and 251 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. SALE OF BOOTS, SHOES, BROGANS, ETC. On Tuesday Morning, August 17, at 10 o'clock, on four months' credit. 8 H &

L IPPINCOTT, SON & CO., AUCTIONEERS, FIRST FALL SALE OF TOREIGN AND DOMESTIO DRY GOODS, NOTIONS, MILLINERY GOODS, Etc., will take place On Wednesday Morning,
August 18, at 10 o'clock, by catalogue, on four months stady.

C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF Blue CASES BOOTS, SHOES, BROGANS, ETC., ETC., On Monday Morning.

August 16, at 10 o'clock, including a large line of city-made

N. B. Sale every Monday and Thursday. 8 12 35 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 11/7 Sansom street. MARTIN BROTHERS, AUCTIONEERS, M. (Lately Salesmen for M. Thomas & Sons.) No. 52 CHESNUT Street, rear entrance from Minor.

BSCOTT'S ART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND

PRACTICAL AND THEORETICAL

BOILER WORKS.—NEAFIE & LEVY,
PRACTICAL AND THEORETICAL

ENGINEERS, MACHINISTS, BOILER
MARKES, BLACKSMITHS, and FOUNDERS, baying
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low-pressures, from Boilers, Water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, 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 toe shortest notice. High and Low-pressure Fine Tabular and Cylinder Boilers of the best Feansylvania 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 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 hears or light weights. JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

MERRICK & SONS SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE

8.15

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. 7 10 mwi J. VAUGHN MERRICE. WILLIAM H. MERRICE.

JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

D 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
Railrone Stations, etc.

Referts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Off Steam Trains, Defecators, Filters, Pamping Engines of Sole Agents for N. Billeux's Sugar Boiling Appa-

ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-GIRARD TUBE WORKS.

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

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

STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE FURNACE,
This is an entirely new heater. It is so constructed as to at once commend itself to general favor, coing a combination of wrought and cast from. It is very simple in its construction, and is perfectly air tight; soft-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 hygrometric condition of the air as produced by my new arrangement of evaperation will at come demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.
Those in wall of a complete Heating Apparatus would do well to call and ermaine the Golden Eagle.
CHARLES WILLIAMS.

Nos. HER and HIM MARKET Street,
Philadelphia.

A large assurtment of Cooking Ranges, Fire-Board towes, Low Down Grates, Ventilators, etc., always on

N. B. Jobbing of all kinds promptly done. THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Fus naces, Portable Hoaters, Low-down Grates, Fireboard Stores, Bath Rollers, Stew-hole Plates, Boilers, Cooking wholesale and retal by the manufacturers. Stoves, etc., wholesale and retal, by the manufacturers, SHARPE & THOMSON, 5-37wfm8m No. 209 N. SECOND Street

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BAG MANUFACTORY,
JOHN T. BAILEY,
N. F. corner of MARKET and WATER Streets, Philadelphia,
DFALER IN BAGS AND BAGGING
Of every description, for
Grain, Figur, Salt, Super-Phosphate of Lime, Bone.
Large and small GUNNY BAGS constantly on hand.
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WIRE GUARDS, FOR STORE FRONTS, ASYLUMS, FAC

TORIES, ETC. Patent Wire Railing, Iron Bedsteads, Ornamentaj Wire Work, Paper-makers' Wires, and every variety

of Wire Work, manufactured by M. WALKER & SONS,

No. 11 N. SIXTH Street. PATENTS. STATE RIGHTS FOR SALE. - STATE

Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of drued beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. 527tf.

WOODLANDS CEMETERY COMPANY.—
elected for the rear 1809;
William H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TownsknD.
The Managers have passed a resolution registring both
Lot-bolders and Visitors to present tricksts at the entrance
for admission to the Cemetery. Tickets may be had at the
for admission to the Cemetery. Tickets may be had at the
the Managers.