OUR RELIGIOUS COLUMN.

Singing Ministers.

An exchange wonders that more attention is not paid to vocal music in the theological seminaries, and thinks that a singing minister wields a power which all should seek to obtain, and which none can afford to lose:-

"We have in our mind's eye a young minister, recently settled in New England, who, in addition to his many other excellencies, is a good singer-not by any extraordinary gift of nature, but as the fruit of culture. He has simply learned to sing, and can at any time lead in this service. One of the first things he did, after his settlement, was to appoint for the church a singing meeting, to be held once a week. This he proposes to make a religious meeting, with song for its chief element. He attends it himself, leads the singing, instructs the people, gradually introduces new tunes, and makes them familiar by practice, and thus prepares his congregation to sing the praises of God on the Sabbath. The experiment, in his hands, works like a charm. His power over the people, and his power to benefit them. are immensely increased by this singing meeting. He is himself a singing minister-doing what others might do, if they had acquired his power to do it."

SUMMARY OF CHURCH NEWS.

MUTHODIST.

-The Vineland (New Jersey) Seminary is rapidly approaching completion. The building is being constructed of "American building block," and in appearance will be one of the handsomest educational buildings in the State.

—A valuable lot for a church has been secured at the corner of Fifth street and Erie avenue, in this city, with a front of eighty-three and a third feet on the latter and one hundred feet on the former street. The avenue in width will compare with Broad street. It costs \$1000 cash.

—The Methodists of San Jose, Cal., have just built a church, costing \$20,000, to replace the one burned down by the persecutors of the

-The Methodist Protestant knows of a case wheresponge cake and wine have been employed instead of bread and wine of the communiontable. -The Methodists report revivals in Sweden.

which have within the past nine months in-creased their membership from 424 to 929. In Germany and Switzerland there are 321 "appointments" or preaching places, being 32 more than last year. -A union communion service of Methodists

Congregationalists, and Presbyterians was lately held in Warsaw, N. Y. The Methodist pastor The House of the Good Shepherd, New

York, the Romanist convent where Mary Ann Smith, the Methodist girl, is still confined, has just put up a new building.

—It will take \$70,000 to pay the debt, build the tower, and buy the chime for the Metropoli-

tan Methodist Church of Washington. Dr. Newman proposes to raise it all before January. -Rev. E. R. Keyes, of Portland, Me., who lately left the Methodists for the Swedenborgians, sends us the following in denial of some paper. He says: "In your issue of July 8th I find a paragraph relating to myself, which contains statements so contrary to fact that I cannot suffer it to pass unnoticed. It is charged that at the late session of the Maine Conference

I assured Bishop Clark that I was thoroughly Methodist in doctrine, This is simply untrue I gave no such assurance to him or to any one else. I was accused of having preached beresy on certain points of doctrine. This I denied, save on a few minor points; but made no broad or general declarations of Methodist orthodoxy. It is also alleged that I 'wished to be reappointed to the same charge -viz., Chesnut street. I believed and said that I ought to be reappointed, and that the interests of that church required it; and so I still think. But I stated that, on personal grounds, I would not turn my hand over to decide it either way. Let me also say that the Bishop was free from al blame in the transaction. He evidently acted conscientiously in the whole matter, and according to the best light he had. He knew nothing of my private views, and had no evidence that had been preaching anything contrary to the essential doctrines of Methodism; for I had carefully abstained from doing this."-Independent

CONGREGATIONAL. -The Congregational church in Amherst, Conn. has put into its new church a pulpit built of cedar from Lebanon and olive-wood. The wood was given by Mr. Bliss, of Beirut.

—The minutes of Ohio, just published, show

189 Congregational churches, being an increase of 6, and 128 ministers. The church members are 16,497, an increase of 1224.

The Rev. Dr. Wadsworth, of San Francisco. Is called to the pastorate of the Third Congrega-tional Church, of New Haven, Conu. -Dr. Raleigh's Congregational church, in

London, has, with its branch churches, 929 members, 3 day schools, 5 mission Sunday schools, and 2000 scholars. It contributed last year over \$20,000 for charities. -The Second Congregational Church of Wash

ington, Dr. Sunderland's, has now been fully organized, and begins services on the first Sabbath of September, in the hall of the Young Men's Christian Association. BAPTIST.

—The First African Baptist Church of Rich-mond, Virginia, has a membership of 4583 persons, and baptized during the past year 500

-Professor Park, on a recent Sabbath, assisted Mr. Spurgeon in administering the sacrament.
—The officers of the Baptist Bible Union say ... "This very week a version of the New Testa ment for aborigines of our own continent is pressed upon our benevolent attention; but we have not the pecuniary means to put it into

The Baptist Home Mission Board are asking \$70,000 from the churches for the education of colored preachers in the schools of the South. -A large tent, capable of accommodating 1500 people, to be used for religious work in Kansas, was dedicated in Chicago last week. I'we energetic Kansas elergymen, Baptists, the Rev. H. K. Stimson, of Ottawa, and the Rev. Wmfield Scott, of Leavenworth, propose to travel with this tent through the new towns and cities of this great State, where there are no

meeting-houses, and hold a series of religious meetings. EPISCOPAL. -It is said that the Committee on the Endow-ment of the Diocese of Albany will sue the sub-scribers to the endowment fund for the amount

of their subscriptions. They refuse to pay because the \$40,000 to be raised in New York, on which their subscriptions were conditioned, -The Living Church, speaking of the controversy between Bishops Whitehouse and Cummins, asks if bishops would not do well, in the interest of their order, to observe at least that is not forthcoming.

artificial respect to one another which is cultivated by judges of the civil courts. -The volunteer committee which has in hand the revision of the Prayer Book has presented a

preliminary report, which is condemned by the Episcopalian as not being radical enough in its changes, and as depending too closely on old forms of the rituals.

-Dean Studiey preached on the Fourth of July in Westminster Abbey, in which he referred to the day, and to the sin and danger of keeping up old animosities against America. "Finally he cried, "woe to those who by act or word strive to put asunder those whom, by speech, race, and the grace of His Gospel, God

hath joined together. On Sunday morning, 1st instant, the Rev. J. W. Durant, a highly educated colored man, a native of Barbados, West Indes, and a graduate of the Divinity School, West Philadelphia, was ordained minister of the Gospel according to the rites of the Episcopal Church, at the church of the Holy Trinity, in this city.

-Dr. Boggs, for invading whose fold in New Brunswick, N. J., Mr. Tyng was convicted, has resigned his rectorship, and become a general missionary for the diocese. -Dr. Muhlenburg, in his "Brotherly Words,"

snys:—"We have to report a grand response to our appeal for the establishment of the Old Home at St. Johnland-in a gift for the purpose by Mr. John D. Wolfe, of ten thousand

PRESBYTERIAN.

—At a late meeting of the First Presbytery of New York, the Rev. Mr. Todd asked for and obtained a letter of dismission, to connect with the South Minnesota Presbytery of the Old School Presbyterian Church.

—The Rev. J. S. Hawk, at a special meeting of the Morongahela Presbytery, held on the 3d July, was released from the pastoral charge of East Liberty congregation, and granted a certificate of ministerial standing to connect with a Presbytery of the Old School Church.

—The Occident of San Francisco says:—'It is worthy of notice that five Presbyterian churchehave been built in the southwestern part of Sonoma county, Cal., chiefly through the labors of the Rev. Thomas Frazer. That at Two Rocks ost about \$3500. That at Tomalos cost about \$4000, but was burnt just before completion. Another has been erected at somewhat less cost. The church at Bloomfield, not yet finished, is to eost \$7000. The one at Bodega Corners will cost \$2500 or \$3000. There is also a smalle uilding at Valley Ford, where services are held. The church at Santa Rosa completes the list. The Old School Presbyterians call for \$685.

000 for their church boards, besides \$108,000 expected from legacies, etc. They ask from the churches \$270,000 for foreigh missions, \$175,000 for domestic missions, \$64,000 for church extension, and from \$40,000 to \$47,000 each for edu cation, publication, disabled ministers, and freed-men. Of the whole amount the New York Synod is assessed for \$196,082, or \$9.71 per mem ber, while Kansas is assessed but \$1.05 per

-The minutes of the Old and New School Churches have just been published, from which we learn the following statistics:—Ministers, O , 2381; N. S., 1848; total, 4220; churches, O. S. 2740; N. S., 1631; total, 4371; members, O. S. 258,903; N. S., 172,560; total, 431,463; in Sunday chools, O. S., 234,089; N. S., 192,264; total 426,353; congregational expenses, O. S., \$3,150, 102; N. S., \$3,866,940; total, \$6,047,042; paid to benevolent boards, O. S., \$868,573; N. S., \$345,737, total, \$1,214,310. These, with some other contributions, give a grand total o \$8,146,804. The average contributions for al purposes are \$17.48 per member in the Old School and \$21.56 in the New School. Supposing that one member in two and a half has a separate income, and that they pay 10 per cent. of their income for the support of religion, it would show an ave-rage income of \$437 in the Old School and of \$541 in the New School. The Methodists have somewhat over twice as many ministers and members, not including probationers, and 25 times as many churches, and report about puarter less contributions for benevolent pur ooses, compared with the United Presbyterian ordies. The Congregational minutes, compiled six months earlier, show three-fourths as many ministers, somewhat less than three-fourths a many churches and members, as the two school The reports for benevolent contributions, not being given to denominational boards, are imperfect; but indicate as much as three-

CATHOLIC. -The Marseilles journals state that a mine having been explored in a quarry on the side of the hill Notre-Dame-de-la-Garde, an enormous mass of stone, containing not less than five cubic metres and weighing about fifteen tons, was detached and rolled down the declivity as far as the church of St. Francois d'Assisi, on the Boulevard Vanban. It broke through the wall of the sacred edifice, making a hole of five square yards in extent, and only stopped at the high altar, part of which it smashed. Happily the building was empty at the time, or the consemences might have been most serious. block was so large that it was obliged to be sawn to pieces to get it out of the church.

fourths of those of the Presbyterians.

The bishops of Germany have decided to hold a Preliminary Council in September, at Fulda, with a view of preparing the subjects which it concerns them to submit to the

-On July 20 the Archbishop of Westminster laid the corner-stone of a new church (of which the building is considerably advanced) at Bow. It is situated in the ground adjoining the Convent of the Dominicanesses, and it will be prominent object, as it fronts the nigh road. The architect is Mr. Blount.

-On July 17 fifteen priests, from the Congre cation of Foreign Missions at Paris, embarked at Marseilles for the purpose of preaching the Gospel in heathen countries.

The Marquis of Bute has promised the munificent sum of two thousand pounds to a Catho-lic literary society which is about to be formed. —The Pope's elder brother, Count Mastai Ferretti, is just dead at Sinigaglia at the age of

eighty-seven. The annual pilgrimage to the scene of the martyrdom of St. Thomas of Canterbury took place on July 13, under the direction of Fathers Wilfrid, Sigebert, and Swithbert O. S. B.

—A Catholic congress, presided over by the Prince Primate of Hungary, was opened at Pesth

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.

N. E Corner FOURTH and RACE Sts. PHILADELPHIA. WHOLESALE DRUCCISTS

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PAPER HANGINGS

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PHILADELPHIA. COUNTRY WORK PROMPTLY ATTENDED 9 165

L OOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the chespest in the city, at JOHNSTON'S Depot, No. 1633 SPRING GARDEN Street, below Eleventh, Branch, No. 367 FEDERAL Street, Camdes, New Jersey.

WINDOW CLASS.

The subscribers are manufacturing daily, 10,000 feet AMERICAN WINDOW GLASS. They are also constantly receiving importations of

FRENCH WINDOW GLASS. Rough Plate and Ribbed Glass, Enamelled, Stained, ingraved, and Ground Glass, which they offer at lowest

EVANS, SHARP & WESTCOATT. No. 613 MARKET Street, Philada.

TO THE PUBLIC.—THE FINEST AND largest assortment of the latest styles of Boots Gaiters, and Shoes for Men and Boys can be had at ERNEST SOPP'S No. 230 N. NINTH Street.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 9, 3 ½, 3 ½, 4, 4-25, 5-95, 5 ½, 6, 6 ½, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 8, 7, 7%, 8, 8 20, 9, 10, 11, 12, M., 1, 2, 3, 4, 4 %, 5, 5%, 0, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3% and 5% up trains will of stop on the Germantown Branch.

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9-3, P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 9, and 11 P. M.

Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS,
Leave Philadelphia at 345 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 544, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philade phila at 6, 75c, 9, and 11:55 A. M., 13c, 43c, 5, 5 c, 65c, 8:08, 10:08, and 11:55 P. M.
Leave Norristown at 5:40, 65c, 7, 75c, 9, and 11 A.
d., 15c, 8, 45c, 65c, 8, and 92c P. M.
The 75c A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's

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

Leave Norristown at 7 A. M., 1, 516, and 9 P. M.

FOR MANAYUNK. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8:20, 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., 2½, 4, and 7½ P. M.

Leave Manayank at 7½ A. M., 1½, 6, and 9½ 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

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 400 P. M. (Sundays excepted), for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, North-East, Charlestown, Perryy'lle, Havre-de-Grace, Aberdeen, 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, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia

and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 1200 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

ware Railroad for Harrington and Internations.
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 stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 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-

Leaves Baltimore at 7-25 P. M., stooping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

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 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

ween 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 ex-cepted) 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 8-90 A, M, for West Grove and intermediate stations, Returning, will leave West Grove at 4-50 P, M. Trains leaving Wilmington at 6-30 A, M, and 4-15 P, M, will connect at Lamokin Junction with 7-00 A, M. and 4:30 P. M. Trains for Baltimore Central Rail-

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

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

9.00 A. M., Cape May Express, due 12-25. 3:15 P. M., Cape May Passenger, due 7:15. 4:00 P. M., Fast Express (commencing on 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 00 A. M. 9 00 A. M., Fast Express (commencing on Mon-day, 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, \$60: 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-

Chemut street, foot of Market street, also at Cam-den and Cape May.

For Miliville, 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 daily at 6:00 P. M. Returning, leaves Glassboro at 8:30 A. M.

Commutation books of 100 checks each, at reluced rates, between Philadelphia and all sta-FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
71 W.M. 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-| Special Excursion | 6:15|A. M. | Mail | 8:00|A. M. | Freight (with passenger car) | 6:45|A. M. | Express, through in 124 hours | 3:16|P. M. | Atlantic Accommedation | 4:15|P. M. | An extra Express train (through in 134 hours) will leave Vine Street Ferry every Saturday at 2-00 F. M.; returning, leave Atlantic City on Monday at 9-40 A.

Local trains leave Vine street:--Ateo Accommodation 10-15 A. M. Haddonfield do. 2-00 P. M. Hammonton do. 5-45 A. M. Returning, leave Haddonfield 245 P. M.
Hammonton SUNDAY MAIL TRAIN 540 A. M. Leaves Vine street. 8:00 A. M.
Leaves Atlantic City, \$2. Round trip tickets, good for the day and train on which they are is

sued, 43.
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.

RAILROAD LINES.

RAILROAD LINES.

1869. FOR NEW YORK. THE CAMBEN AND TRENTGN RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

PHOM WALNUT STREET WHAPP.

At 6:30 A. M., via Camden and Amboy Accom. \$2.25 At 8 A. M., via Camden and Amboy Express... 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6 P. M., for Amboy and intermediate stations. At 3:30 and 3:3. 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.

At 630, 8, and 10 A. M., 12 M., 2, 530, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 0:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewster, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. P. M. line leaves Market Street Ferry suppor side). PROM ERNSINGTON DEPOT

At 11 A. BI., 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 At 730 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristol, and at 1015 A. M. and 6 P. M. for Bristol for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.
for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 8, and 6 P. M. for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissine ming, Bridesburg, and Frankford, and at 5 P.
M. for Eddingsburg and Intermediate visitions.

M. for Holmesburg 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 11:30 P. M., Emigrant Line, Fare, \$2.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

ton.
At 930 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. Idnes will run
daily, All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

PROM KENSINGTON DEPOT.
At 7:30 A. M. for Ningara Falls, Buffalo, Dun-At 730 A. M. for Singara Falls, Bullalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, 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 B 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 in-

termediate stations.
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-ROADS,
PHOM MARKET STREET PERRY (UPPER SIDE),
At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M. for
Merchantville, Moorestown, Hartford, Massaville,
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, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, WILLIAM H. GATZMER, Agent. DEMNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Fennsylvania Central Radroad 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 cara run within one square of the

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Deput. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street,

will receive attention. | Will receive attention. | TRAINS LEAVE DEPOT, VIZ.:-- | Mail Train | S-00 A. M. | Paoli Accommodatin, 10-30 A. M., 1-10 and 7-00 P. M. | Fast Line | 11-50 A. M. | Harrisburg Accommodation | 2-30 P. M. | Lancaster Accommodation | 4-00 P. M. | Parkesburg Train | 5-30 P. M. | Cincinnati Express | 8-00 P. M. | Erie Mail and Pittsburg Express | 10-30 P. M. | Philadelphia Express, 12 night. Philadelphia Express, 12 night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-

day night passengers will leave Philaderphia at 12 Philadelphia Express leaves daily. All other This daily, except Sunday.

The Westers 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. Paori Accommodatin, 8 20 A. M., 3 40 and 6 20 P. M.

The Pennsylvania Kailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility 19 One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARO H. WILLIAMS.

4 29 General Superintendent, Altcona, Pa. WEST CHESTER AND PHILADELPHIA MENT.—On and after MONDAY, April 12, 1839, Trains will leave as follows:-Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7 25 A. M., 9 30 A. M., 2 30 P. M., 4 15 P. M., 4 35 P. M., 7 15 and 11 30

P. M.
Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. O. Junction for Philadelphia at 5:30 A. M. and

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen tiddle, and Media; leaving Philadeiphia at 4:35 P. M. will stop at Media. Glen liddle, 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 Philadeiphia at 4:30 P. M., and will change cars at B. C. Junction. change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by
the Chesnut and Walnut streets cars. Those of
the Market street line run within one square. The

ars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8-00 A. M. and 2-30 P. M. Leave Philadelphia for B. C. Junetion at 715 Leave West Chester for Philadelphia at 745 A. M. and 445 P. M.

d. and 4 46 P. M. Leave B. C. Junction for Philadelphia at 6:00 A. M. WILLIAM C. WHEELER, 4:105 General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, BARBISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegan Slanding Care of all New York

Elegant Sieeping Cars on all Night Trains. On and after MONDAY, April 25, 1869, the trains in the Philadelphia and Eric Railroad will run as follows:- WESTWARD
MAIL TRAIN leaves Philadelphia 10:45 P. M
Williamsport 8:15 A. M
arrives at Erie 9:30 P. M

arrives at Erie . 9 30 P. M.
ERIE EXPRESS leaves Philadelphia 11 50 A. M.
Williamsport 5 50 P. M.
arrives at Erie . 10 00 A. M.
ELMIRA MAIL leaves Philadelphia 8 00 A. M.
Williamsport 6 20 P. M.
arrives at Lockhaven 7 45 P. M. MAIL TRAIN leaves Erle 11-15 A. M.

Williamsport 12-29 A. M.

ERIE EXPRESS leaves Erle 625 P. M.

Williamsport 7-45 P. M.

ERIE EXPRESS leaves Erle 625 P. M.

Arrives at Philadelphia 4-19 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad. Baggage checked through.
ALFRED L. TYLER. General Superintendent.

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR
OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WEOMING 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

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 0:15 P. M.

MORNING EXPIRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pettsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pirston, York, Carnisle, Chambersburg, agerstown, etc. The 750 A. M. train connects at READING with The 150 A. M. train connects at READIN-3 with East Pennsylvania Rallroad trains for Allentown, etc., 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, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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

Ing and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOM MODATION.
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 AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.
Returning, leaves Philadelphia at 5:55 P. M.; ar-Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9-10

Trains for Philadelphia leave Harrisburg at 840 A. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pettsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:15 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Rending with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves miladelphia at 1245, noon, for Fottsville and all was tations; leaves Pottsville at 540 A. M., connecting Reading with accommodation train for Philadelhia 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 4:25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains

trom Philadelphia, Returning from Downingtown at 610 A. M., 1 00 and 545 P. M.
PERKIOMEN RALLROAD. 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

Skippack at 645 and 845 A. M. and 190 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 195 A. M. and 5 and 1949 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.
Returning Express train leaves Harrisburg on Returning Express train leaves harrisotice on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., possing Reading at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Siceping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 206 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAUROAD.

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 8:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg

for Pinegrove and Tremont, returning from Harrisburg at 745 A. M. and 340 P. M., and from Tremont at 645 A. M. and 546 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, 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.

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, Reading.

COMMUTATION TICKETS.

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

sired, 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. only, to all points, at reduced the only, to all points, at reduced the only of the only o

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

Goods of all descriptions forwarded to all the above nts 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 daily at 4°35 A. M., 12°45 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg,

Pottsville, Port Clinton, and all points beyond, BAGGAGE.

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

and Callowhill streets. NORTH PENNSYLVANIA RAHLROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT ARMEL PITTSTON, TUNKHANNOCK, AND

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

At 946 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton, Mauch Churk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 5:45 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, 8'15, 5'20, and 8 P. M.
For Lansdale at 0'20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union Cky Passenger Rallways run to TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 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
Omce, No. 106 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 530 CHESNUT Street, forwards Parcels, Packages, Merchandiae, Bank Notes, and Specie, orthor by its own lines or in connection with other Express Compflies. own lines or in connection with other Express Compflice, to all the principal towns and cities in the United States,

E. OOLEMAN,

Superintendent,

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

SALE OF REAL ESTATE, August 17,
At 12 o'clock, noon, at the Exchange, will include:
5 NEW THREE STORY BRICK DWELLINGS, Nos. 1816, 1818, 1820, 1622, and 1624 Christian street. Have all the modern conveniences. Will be sold separately.
THREE STORY BRICK STORE AND DWELLING, No. 2010. io. 3731 Market street. Good business stand.
GENTEEL THREE STORY BRICK DWELLING,
torris street, northwest of Almond street.
GENTEEL THREE STORY BRICK DWELLING,

Pine street Immediate possession, STOCKS, LOANS, ETC. STOCKS, LOANS, ETC.
100 shares Empire Transportation Company.
1400 Union Pacific Railway bonds.
1500 Philadelphia and Eric Railroad 7s.
1600 Philadelphia and Eric Railroad 7s.
1600 Philadelphia and Eric Railroad 7s.
1600 Shares Spruce and Pine Street Railway Co.
1600 Catalogues now ready.

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co. SALE OF BOOTS, SHOES, BROGANS, ETO.

Angust 17, at 10 o'clock, on four months' credit. 8 H 5t

LARGE SALE OF CARPETINGS, OIL CLOTHS, Angust 20, at 11 o'clock, on four months' oredit, 299 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc.

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Executor's Sale, N. W. corner Twenty fourth and Vine streets. Estate of James J. Martin, decessed.
EIXTURES OF A DISTILLERY.
On Tuesday Afternoon.
17th inst., at So'clock, on the premises, N. W. corner Twenty-fourth and Vine streets, by order of executor, all the right, title, and interest of the late James J. Martin in the personal property of said distillery.

8 14 2t. LIPPINCOTT, SON & CO., AUCTIONEERS,

FIRST FALL SALE OF FOREIGN 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 credit.

864t

C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 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.

THOMAS BIRCH & SON, AUCTIONEERS
CHESNUT Street, rear entrance No. 1107 Sansom street. BSCOTT'S ART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIR & LEVY.
PRACTICAL AND THEORETICAL FOR THE PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER LEVY.
ENGINEERS, MACHINISTS, BOILER LEVY.
ENGINEERS, MACHINISTS, BOILER LEVY.
BIAND THEORETICAL FOR THE STEAM OF THE ST.
IN AND THEORETICAL THEORETICAL ENGINEERS, MACHINISTS, BOILER LEVY.
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BY AND THEORETICAL ENGINEERS AND THE ENGINEERS AND THEORETICAL ENGINEERS AND THEORETICAL ENGINEERS AND THE ENGINEERS AND THE ENGINEERS AND THEORETICAL ENGINEERS AND THE ENGINEERS AND THE ENGINEERS AND THE EN 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.

JACOB C NEARIN.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

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 nproved 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-Voolsey's Patent Centrifugal Sugar Draining Machines. CIRARD 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.

ROOFING. R E A D Y R O O F I N G.-

applied to

STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoid
ing the damaging of ceilings and furniture while under
going repairs. (No gravel used.) ing the damaging of collings and turniture waite under going repairs. (No gravel need.) PRESERVE YOUR TIN ROOFS WITH WELTON'I I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon

the best and cheapest in the market.

W. A. WELTON,

2173 No. 771 N. NINTH Street, above Contes. TO OWNERS, ARCHITECTS, BUILDERS, AND KOOFERS, Roofs! Yes, yes, Every size and kind, old of new, At No. 5th N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever affered to the public, with prushes, cans, buckets, etc., for the work. Anti-vermin, tire, and Water-proof: Light, Tight, Durable, No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, premptness, certainty! One price! (fail! Examine! Judge!

Agents wanted for interior counties.

OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years,
HAMILTON & COORFER,
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CARPENTERS AND BUILDERS. R. R. THOMAS & CO.,

Doors, Blinds, Sash, Shutters. WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets,

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CEORCE PLOWMAN. CARPENTER AND BUILDER.

PHILADELPHIA.

No. 134 DOCK STRET, PHILAEEDLPHIA. STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN RACLE FURNACE.
This is an entirely new heater. It is so constructed as to at once commend itself to general favor, neing 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 droms to be taken out and cleaned. It is so arranged with apright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The bygrometric 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 atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

CHARLIES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assertment of Cooking Ranges, Fire-Board

A large assertment of Cooking Ranges, Fire Board Stoves, Low Down Grates, Ventilators, etc., always on R. B.—Jobbing of all kinds promptly done, 5105,

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BAG MANUFACTORY,
JOHN T. BAILEY

N. E. corner of MARKET and WATER Streets,
Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, BoseLarge and small GUNNY BAGS constantly on hand,
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Also, WOOL SA KS