NEWS SUMMARY.

City Affairs.

-At the annual exhibition of the games of the Caledonian Club, the following were the suc-

cessful contestants:-

In putting the stone, David Fenton won the first prize, and Andrew Hunter the second. In the standing jump, John Greenan, 9 feet 7 inches, won the first prize, and William Coates, 9 feet 4 inches, the second, In throwing the cober, Andrew Hunter won the first prize, and Bernard Perry the second. In throwing the hammer, David Fenton won the first, and Ed-ward Totter the second prize. Thomas Feeney, who jumped 4 feet 9 inches in the running bigli leap, won the first prize, while John Greena carried off the second prize with 4 feet 7 /2 inches In the short race William Coates won the first and Thomas Jarvis the second prize. In the short race for boys John King was victorious and Jesse Steinhart second. The hitch and klek, which consisted of a kick at a tambouring suspended from a stick at right augles with a post, ohn Greenau, who kicked 9 feet I1 inches, won the first prize, and William Binder, who reached 7 feet 7 Inches, won the second. John Greenen dso won the sack race, John Robinson coming in second. There was no little amasement associated with this race, as well as a similar race set apart for the boys. In the Highbard Filing, John Taylor, of New York, won the first prize and James Moir, of Philadelphia, the second There were a number of competitors for this rize, and all acquitted themselves well, and gave evidence of more than ordinary skill in the terpsichorean ari. The sword dance was won by James Moir, of Philadelphia, Peter Reed, of Brooklyn, coming in second. The hurdle race three times around the ring was won by William Preston, first, and J. Rainer second. The same tace by boys was won by John Coates, first, and James Chambers second. In the standing high leap John Greenan jumped 4 (eet 5 inches, and Thomas Feeney 4 feet 3 inches. The long race three times around the ring, was won by William Coates first, and Thomas Jarves second. The sack race for boys was won by John King first, and John Magge second.

-The following selzures have been made by revenue officers within a few days. Two hun-nred and thirty-one gallons of spirits, lately in the possession of Jacob Buer, scized at Lancaster, on the ground that the 57th section of the act of Congress of July, 1868, had been violated, the special tax not having 1 cen paid. Rectify ing tubs and other property found on the pre-mises of Murphy & McCamiley, No. 221 Lom-bard street. Seized on the information and complaint of James J. Brooks, for the alleged reason that whisky was taken into the place upon which the tax had not been paid.

-The following persons were admitted to the Penusylvania Hospital yesterday: - William Smith, aged twenty-eight years, residing in Sevbort street, compound fracture of the leg, caused by being caught in some machinery at the Navy Yard. Mary Ragan, aged twenty-two years, arm fractured while at work in the basement of the Continental Hotel. Philip McMahon, aged fourteen years, residing at No 199 Pearl street, leg fractured by being run over by a locomotive on the Reading Railroad.

Domestic Affairs.

-Gold closed yesterday at 133%. -Internal revenue receipts yesterday amounted to \$795,937.

-Export duties on tea and silk from Japan have been increased.

—The Democracy of Baltimore are about to

split. Cause—the nominations.

—Boston was terrified by a "heaviest thunder storm of the season" yesterday.

-The Collector of Customs in Alaska has arrived at Sitka, and entered upon his duties.

—Mr. Peabody has donated \$60,000 to establish another professorship in Washington Col-

lege,

The drought in Virginia and West Virginia

The drought in Virginia and West Virginia and Georgia has damaged the crops seriously. Secretary Robeson, General Sherman, and Admiral Porter are at the Brooklyn Navy Yard. -The steamer Hayana, of the Nashville Packet Company, was burned to the water's edge yesterday, on the river, twelve miles below Cincinnati. No lives were lost. Loss, \$12,000. —A train on the South Side Railroad, near Petersburg, Va., was thrown from the track, and the conductor, R. G. Hobson, and a colored clergyman, the Rev. Wm. Myers, were

-Wm. Fullerton, being unsuccessful in searching for employment in Boston yesterday, spent his last money in the purchase of a load-ed pistol, with which he shot and fatally wounded himself.

-Two deputy wardens of the Baltimore City Prison, Carr and Wilson, have resigned their positions in consequence of an investigation into the causes of the escape of Hoffman and his party a few days ago.

—George Long and a man named Simpson were arrested at Ballston Spa, N. Y., yesterday, for burglary at Bacheldorville, N. Y. They had with them a satchel full of silverware. who is an escaped convict, shot the sheriff in the head, and was in turn shot through the leg.

Foreign Affairs.

-The vomito is disappearing in Cuba, and the volunteers are jubilant. -Yesterday, Colonel Palacios, late Governor

of Manzanillo, Cuba, sailed for Spain. -The steamer Liberty, from Baltimore, arrived

at Hayana vesterday at noon. -A general conscription of all males between 20 and 55 years of age has been ordered by the Governor of Santo Espiritu, Cuba.

-Austria will not reduce her army. -The Carlists in Spain continue to fight and be defeated.

-The Orangemen of Dublin denounce disestablishment.
—Marshal McMahon will probably succeed the

late Marshal Niel as Minister of War. -Napoleon is ill, and the troops at the Camp of Chalons were reviewed by the Prince Imperial

It is said that two American prelates, held for three years in Abyssinia, have been released by the intercession of the British Government. The ship Bazaar, from Liverpool for New York, collided at sea with the ship Sandusky, from New York for Liverpool. Both were damaged, but are now safe.

-The miners of Sheffield have struck, and yesterday attacked the houses of the non-unionists, sacking several residences. The police charged on and dispersed the mob.

THE LABOR UNION.

Afternoon Session of the Congress-Interesting Proceedings. In addition to the proceedings of the Congress of the National Labor Union, contained in THE TELEGRAPH's report of yesterday afternoon, the following occurred after we had gone to press:-

business in order being the presentation of the report of the Committee on Credentials. The committee reported that they had acted upon the credentials presented up to the hour of adjournment, and the report as far as prepared

The body convened again at 3 P. M., the first

was adopted. The committee further reported that Owen B. Daley, President of the International Blacksmiths' and Machinists' Association, by reason of absence from home, had obtained no creden-tials, and desired to be admitted as a delegate without them.

The proposition caused considerable debate finally resulting in the admission of Mr. Daley. On motion, a recess of fifteen minutes duration was taken, in order to allow the Treasurer

to complete his accounts. Among the delegates present were Miss Susan B. Anthony, of the Working Women's Asso-ciation of New York; Miss Martha E. Walbridge, of St. Crispin's Society of Massachusetts; and several colored men, representatives of Maryland, Mississippi, and Philadelphia societies.

Upon reassembling, the President stated that it was his sad duty to announce the death of the late President of the National Labor Union. William H. Sylvis, of Pennsylvania, and trusted that the Congress would take some action there-

On motion it was agreed that a committee of one from each State represented should be appointed to draft resolutions of condolence.

Mr. A. C. Cameron, of Illinois, the associate | head of cattle, 22,262,087 sheep, 4,875,114 in business of the late Mr. Sylvis, delivered n | pigs, and 1,343,615 goats. Horses are most touching enlogy of the deceased.
On motion of Mr. Treveillek, of Michigan,

the eulogy was adopted as the voice of the Cou-President Lucker then, at half-past 5 o'clock, read the annual report, part of which had been prepared by the late President, Wm. H. Sylvis.

The document was very lengthy. On motion, it was referred to a committee of five, with instructions to print five hundred copies to be distributed among the various com-The Committee on Credentials then made a

full and additional report. The report stated, among other things, that they had received credentials from the Political Commonwealth of the Republic, and that they knew of no such organization. William West arose and said that he presented those creden-tials. The association was a labor organization that proposed to perform, by political means he same objects that the Congress had in view They proposed, when an employer refused to make an advance in wages, or a reduction of the hours of labor that the State should employ such workman; in other words, to make the state the employer and the workingman the

The case was referred back to the committee. The credentials of Miss Susas B, Anthony baying been issued by an association not recognized as a labor organization. It trees that the contract of the contra disc consideration, and that Miss Anthony be admitted by the voice of the Congress as a del

Mr. R. Walsh, of New York, under Instru tions from the Typographical Union, No. 6, New York, protested against her admission. I said the lady is the proprietress of the paper called the Recolation, and advocates the pay munt of equal wages to men and women. He paper is "got out" by "rats," men opposed the the Typographical Union, and the girls en loyed upon it do not receive the wages of t en. He asserted that she was an enemy or, and moved to lay upon the table the m

tion to admit her to the Congress.

And considerable confusion, the motion we put and carried almost manimously.

It was then, on motion, agreed that the hou of the sittings of the congress should be from to 12 A. M. and 2 to 5 P. M.

A motion to adjourn was made and carried.

A motion to adjourn was made and carried.

Miss Anthony then addressed the body, statis
hat the girls employed in the office of the Rec

adion are paid forty cents per thousand ems, but the independent offices they were paid by thirty or thirty-five cents. Union No. 6 should remember that the head woman of the Women's Typographical Union No. 1 had been working a fong time in the office of the paper for 40 cents per thousand ems, and no objection had been made. She then gave a sketch of her services restablishing schools for the affication of girls is type-settling, and asserted that the society which she represented was a labor association and said that if the congress dared to stand by the resolution tabling the resolution admitting her to its deliberations, that it would be far from well for their reputation.

THE WATER QUESTION.

A Temporary Supply of Water The Delaware Water Works in Motion-The Charter of the Schuylkill Navigation Company.

Yesterday the Schuylkill Navigation Company pened several of their dams along the Schuyl kill, thus giving a temporary supply of water, which, with the assistance of the Kensington works, which have been put into motion, will afford relief for several days to come. As con-siderable comment has been indulged in with reference to the right of the Navigation Com-pany to the water of the Schuylkill, we here produce that portion of the charter of this corporation bearing upon that subject:—
"The said the Mayor, Aldermen, and citizens

of Philadelphia, and their successors, shall henceforward and forever have, hold, take, use, and enjoy the whole water and water power of the river Schuylkill at Fairmount, that shall remain after drawing off from the dam there erected so much as may be necessary for the purpose of the navigation of the said river, canaland locks, without any restriction or other reservation whatever.

"It being, nevertheless, the true intent and neaning of the party to these presents, that the aid the Mayor, Aldermen, and citizens of Philalelphia shall only have such use of the said of the maxigation aforesaid will not reduce it below the surface or top of the said dam, or keep N 6 4

"And it is also further agreed by the parties to these presents, that should it at any time appen that the water should be drawn off below the top or the surface of the dam, it shall be lawful for the said President, managers, and mpany to fasten up the gates or openings used the said Mayor, Aldermen, and eitizens of 'hlladelphia, to draw off the water, and keen the same fastened until the water shall be raised as high as the top or surface of the dam."

The Navigation Company, under its charter from the State of Pennsylvania, has no right to ell to the city of Philadelphia, or any one else, any water power which would obstruct its naviation, as will be seen from a clause setting orth that all such sales are subject to this retriction viz :-

Provided it be so done that it shall not at any ime impede or interrupt the navigation, and shall apply the moneys arising from the sale of the water-power to the improvement of the navigation, or repairing any damages that the lams or locks may have sustained."

The law and agreement we have referred to are not only being violated now, under the pressure of a great public necessity, but they ave repeatedly been violated heretofore, a will be seen by the following extract from the annual report of ex-Chief Engineer Cassin. made in 1864. After quoting the agreement in question, he said:—
"It will readily be seen from the above that

the water of the Schuylkill cannot be made available in any considerably greater degree for notive purposes, and even at present, in season of great demand or drought, it is not available for such purposes without interfering with the naranteed privileges of the Schuylkill Naviga ion Company and the operations of their canal It is unfortunately a fact that scarcely a summer chapses in which the working of the canal alluded to does not seriously interfere with that of the water works. During the period in which I have had the honor of occupying the position of Chief Engineer, I have been served with notices repeatedly by the Schuylkill Navigation Company relating to suposed difficulties and alleged infringements rovisions in the above agreement, but which in very case prove easily to be adjusted with the istance of the Committee on Water Works and I mention the fact for the purpose only of showing that the agreement alluded to and above inserted is held by the company to be in full force,'

Statistics of Prussia.

The North German Correspondent says; There are few things in Prussia which foreigners are inclined to admire more unreservedly than her educational system. The Government, however, far from being content with what has been already accomplished, are unwearying in their endeavors to improve and perfect it. Thus we learn that, from the present year 600,000 thalers per annum are to be employed in raising the salaries of teachers in elementary schools in the eight older provinces of the kingdom. Since 1852 a gradual increase has been made, so that, in 1866, 089,364 thalers a year more than at the earlier date were expended for this purpose. Thus in all one million and a half thalers per annum are now devoted by the State to improving the position of the teachers of the

"According to the latest official returns there are in Prussia 1,931,926 horses and 381,891 one and two-year old foals, 7,996,818

pigs, and 1,343,615 goats. Horses are most numerous in the provinces, Prussia, Schleswig-Holstein, Saxony, and Silesia, which contain from 305 to 389 to the German square mile, exclusive of foals. Cattle are generally more numerous in the new provinces than in the older ones. The average for the whole country is 1270 head per square mile. Sheep breeding has been much improved by the introduction of the merinos, which now form about fifty per cent, of the whole. The average number per square mile is 3371; in Pomerania there are as many as 6161, and in Posen 5509. Pigs average in the whole country 773 per square mile, but the province of Saxony has 1430, Nassau 1104, and Westphalia 947.

MARINE TELEGRAPH.

For additional Marine News see First Page, ALMANAC FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE. COMMITTEE OF THE MONTH.

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CLEARED VESTERDAY.

N. G. ship Martha, Lewin, Antwerp, Peter Wright & Sons, Steamer Bovorti, Pierce, New York, W. P. Clyde & Co. Steamer R. Willing, Cundiff, Baltimors, A. Groves, Jr. Barque D. Nichols, Wyman, Salem, Merslon & Cloud. Brig Giles Loring, Pinkham, Boston, J. E. Barley & Co. Brig Minnie Miller, Anderson, Portland, Warren & Gregg, Schr J. Warren, Drisko, Machiasport, Quintard, Ward & Co.

Co., Schr Alaska, Clark, Sniom, Borda, Keller & Notting, Sehr Irrine, Diggias, Salem, Andenried, Norion & Co. Schr Petrol, Garrison, Baltimore, J. W. Bacon. Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesopeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY. ARRIVED YESTERDAY.

ARRIVED YESTERDAY.

Steamship Norman, Crowelf, is house from Boston, with make, and passengers to Henry Winsor & Co.

Steamship Nortolk, Platt, from Richmond and Norfolk, with mitse, to W. P. Clyde & Co.

Steamer Ann Eliza, Richards, 24 hours from New York, with make, to W. P. Clyde & Co.

Steamer Vulcan, Morrison, M hours from New York, with make, to W. M. Raird & Co.

N. G. barque Demetra, Rose, from New Bedford, in ballast to Peter Wright & Sons.

Brig Ambrose Light, Higgins, 4 days from Wood's Hole, with guamo to John S. Reese & Co.—vessel to J. E. Barley & Co.

Co. Brig Adelaide, Wilson, from Providence. Schr Edna Harwood, Harwood, 7 days from Boston, with o to captain. Schr Emma L. Porter, Sparks, 5 days from Newburyport, In ballast to Knight & Sons.

Schr May Morn, Stetson, 10 days from Gardiner, with ice to Knickerbocker fee Co.

Schr Ethan Allen, Blake, 9 days from Gardiner, with ice to Knickerbocker fee Co.

Schr Chimo, Lausil, 8 days from Gardiner, with ice to Knickerbocker fee Co. to Knickerbocker Ice Co.
Schr Chimo, Lansil, S days from Gardiner, with ice to Knickerbocker Ice Co.
Schr Denike, Jones, 5 day from Boston, with ice to Knickerbocker Ice Co.
Schr Vandalia, Campbell, I day from Leipsic, Del., with grain to Jos. E. Palmer.
Schr Zonave, Short, I day from Magnolia, Del., with grain to Jas. E. Bewley & Co.
Schr Antora, Artis. I day from Frederica Del., grain to Jas. J. Bosto, I day from Frederica Del., grain to Jas. J. Bosto, I day from Frederica Del., grain to Jas. J. Bosto, I day from Frederica Del. Schr Amora, Artis, I day from Frederica, Del., with grain to Jas. L. Bewley & Co. with grain to Jas. L. Bawley & Co.
Schr Wm. Townsend, A day from Indian River, Del.,
Schr Wm. Townsend, McNitt, 1 day from Frederics
Schr Mary Aun, Havehr Wm. Townsend, McNitt, 1 day from Frederica, with grain to Jas L. Bewley & Co. hr Mary Ann, Rayner, I day from Little Creek Landwitt Brain to Jan L. Bewley & Co. hr M. C. Burnite, Durberow, I day from Camden, Del., grain to Jas L. Bewley & Co. hr Four Sisters, Laws, I day from Milford, Del., with a 10 Jas. L. Bewley & Co. hr D. H. Merriman, Traccy, I day from Indian River, with grain to Jas L. Bewley & Co. hr A. F. Derrickson, Trunnell, 2 days from Lewes, Del., grain to Hickman & Cottingham.

with grain to Hickman & Cottingham.
Schr Sabino, Currier, from Providence.
Schr James Warren, Drisko, from Providence.
Schr James Warren, Drisko, from Providence.
Schr Alaska, Clark, from Boston.
Schr L, Blew, Buckalew, from Boston.
Schr A. Wooler, Keanz, from Boston.
Schr S. A. Hoffman, Hoffman, from Boston.
Schr S. A. Hoffman, Hoffman, from Boston.
Schr T. J. Tratton, Talpey, from Boston.
Schr T. J. Tratton, Talpey, from Boston.
Schr Republer, McFadden, from Norwich.
Schr Pennsylvania, Smith, from Norwich.
Schr Pennsylvania, Smith, from Bangor.
Schr W. Long, Macc, from Bangor.
Schr W. Long, Macc, from Salem.
Tug Thomas Jefferson. Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

perial Respects to The Evening Telegraph. HAVRE-DE-GRACE, August 17.—The following boats left

Daniel Herr, with lumber, for New York,
Ousker City, light, to Thornton Barnes.
Minnehaba, with grain and bark to Hoffman & Kennedy,
Harry C. Trump, with lumber to Trump & Son.

MEMORANDA.
Ship Arcturus, Edwards, for Philadelphia, entered for loading at Liverpool 2d inst.
Ship C. H. Southard, Ross, from Liverpool for Philadelphia, was spoken 19th ult. lat. 50 N., long, 22 W.
Ship N. Mosher, Mosher, sailed from Antwerp 1st inst.
for Cardia. Steamship Brunette, Howe, hence, at New York 15th nstant. Steamer Rattlesnake, Beckett, hence, at Newburyport Barque Frederika Louise, reported 37 days from London for Philadelphia. was spoken 10th inst. lat. 41 0s, long. 64 40, by a New York pilot boat. Barque Rhea Sylvia, McKenzie, hence for Rotterdam, was spoken 13th inst., off Cape May. Barque Danish Princess, Sopwith, hence, at Antwerp 2d instant.

we Haabet, Pedersen, hence, at Cronstadt 29th uit. Potemac, Carver, hence, at Portland 12th inst. 8 Monica, McCobb, and Prairie Rose, Leeds, hence, Samuel Welsh, Darrab, 20 days from Cow Bay, at Brig Samnot versa, Partally Sew York 15th inst.
Schr Frances Satterly (late Tucker), from Sugua, sailed om Fortress Monroe Eith inst. for Philadelphia.
Schr Nathaniel Holmes sailed from New London 14th st, for Philadelphia. Schr Cerro Gordo, Hodgson, hence, at Newburyport Eth Schr Rebecca Florence, Rich, sailed from Newburyport h inst. for Philadelphia. Schr. Mary R. Somers, Somers, was up at New Orleans Schr.F. Nickerson, Kelley, cleared at Boston 14th inst. r Watauga, Lawrence, cleared at Savannah 14th inst. Schr Barah Cullen, Avis, sailed from Charleston 18th est, for Wilmington, Del. Schr E. F. Cabada, Swain, bence, at Providence 14th instant.
Schrs Casper Heft, Carroll, from Boston, and J. Truman, Gibbs, from New Beiltord, both for Philadelphia, at New York 15th inst.
Schre Benny Bent, Kelley, and William A. Crocker, Baxter, Lence, at Portsmouth 12th inst.

MISCELLANY.

A Port Warden's survey was held at Savannah on Thursday morning on the schr A. M. Flanagan, ashore on the knoll. The report recommended that she be discharged to the extent necessary to get her off. She lies casy but deep in the mud.

STOVES, RANGES, ETO.

NOTICE.-THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE, FURNACE, would call the attention of the public to his.

NEW GOLDEN EAGLE FURNACE.

This is an entirely new beater. It is so constructed as to at once commond itself to general favor, peing a combination of wrought and cast from. 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 faces as to produce a larger amount of heat from the same weight of coal than any farrance now in use. The hygrometric condition of the air as produced by my new arrangement of evaperation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphiere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Earle.

(HARLES WILLIAMS,

Nos. II32 and U34 MARK ET Bireet,

Philadelphia.

A large assortment of Cooking Ranges, Fire-Board Stoves, Low Down Grates, Ventilators, etc., always on annual.

Lobbing of all kinds promptly done.

5 105 ALTERNATIVE STATE

N. B.—Jobbing of all kinds promptly done.

PHILADELPHIA RASPBERRY, JUCUN DA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Graps Vincs. For sale by S. & C. E. FLEFCHER, Delance, N. J. PHILADELPHIA RASPBERRY, JUCUN

RAILROAD LINES.

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

YORK, AND WAY PLACES.
FROM WALNUT STREET WHARF.
At 6:30 A. M., via 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 6:30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. H. R.
At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 8, 7, and 11:30 P. M. for Bordentown At 6.30, 8, and 19 A. M., 12 M., 2, 336, 4.36, 6, 7, and 1 130 F. M. for Bordentown, Florence, Burlington, Beverly, and Delanco,
At 6.30 and 10 A. M., 12 M., 3.30, 4.30, 6, 7, and 11.30 F. M. for Edgewater, Riverside, itivorton, Palmyra, and Fish House, and 2 F. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry

(upper side),
PROM RENSINGTON DEPOT,
At 11 A.M., via Kensington and Jersey City,
New York Express Line. Fare, 48.
At 7.30 and 11 A.M., 230, 330, and 5 P. M. for
Trenton and Bristol, and at 10.16 A.M., and 6 P. M.

Trenton and Bristol, and at 10 18 A. M. and 6 P. M. for Bristol.
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisvilie and Tuilytown.
At 5:30 and 10 18 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10 18 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's. Torresdale, Holmesburg, Tacony, Wissine fing, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.
At 9:30 A. M., 1:20, 4, 0:45, and 12 P. M. New York Express Lines, via Jersey City, Fare, \$3:25.
At 11:30 P. M., Emigrant Line, Fare, \$2.
At 0:30 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, Tellytown,
Schenck's, Eddington, Cornwell's, Torrestale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, The 9:30 A. M., 6:45 and 12 P. M. Lines will run

BELVIDERE DELAWARE RAILROAD LINES.

PROM MENSINGTON DEPOT.

At 7:30 A. M. for Ningara 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, Palvidere, Easton, Lambertville, Flomington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlebem, etc. Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and Intermediate stations. DEN AND BURLINGTON COUNTY AND EMBERTON AND HIGHTSTOWN RAIL

ROADS.
FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-3), 5, and 6-30 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewaneville,
Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Fgypt, and Hornerstown,
Ai 7 A. M., 1 and 3:35 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

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

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, TRAINS LEAVE DEPOT, VIZ.:-- 8:00 A. M. will receive attention.

Mail Train 8:00 A. M. Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.

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 o'clock. Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Westers Accommodation Train runs daily, except Sunday. For this train tickets must be procured and bargage delivered, by 5 P.M., at No.

116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express 3:10 A. M. Philiadelphia Express 6:50 A. M. Paoii Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M. | Frie Mail | 935 A. M. | 935 A. M. | Parkesburg Train | 9 10 A. M. | Parkesburg Train | 12 30 P. M. | Lancaster Train | 12 30 P. M. | Lancaster Train | 12 30 P. M. | Day Express | 4 20 P. M. | Southern Express | 0 46 P. M. | Southern Express | 0 46 P. M. |

owner, unless taken by special contract.

EDWARD H. WILLIAMS.

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA
RAILROAD. SUMMER ARRANGE.
MENT.—On and after MONDAY, April 12, 1829,
Trains will leave as follows:—
Leave Fhiladelphia from New Depot, THIRTY-ST and CHESNUT Streets, 7-25 A. M., 9-30 A. 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar-tet 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 inter-mediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. 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 Riddle, and Media; leaving Philadelphia at 4-35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. 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 725 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 425 P. M., and will 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 the Chesnut 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 8:90 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A. M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM C. WHEELER, 4.105 General Superintendent,

General Superintendent,

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA
BALTIMORE, BARRISBURG, WILLIAMS.
PORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains
on the Philadelphia and Eric Railroad will run as
follows:— westward.

on the Philadelphia and rate westward. westward. follows.— westward. 10-45 P. M. MAIL TRAIN leaves Philadelphia 8-15 A. M. Willamsport 8-15 A. M. 9-30 P. M. arrives at Erie

arrives at Erie 9-30 P. M.
ERIE EXPRESS leaves Philadelphia 11-50 A. M.
Williamsport 8-50 P. M.
arrives at Erie 10-00 A. M.
ELMIRA MAIL leaves Philadelphia 8-00 A. M.
Williamsport 6-30 P. M. arrives at Lockhaven 7:45 P. M. MAIL TRAIN leaves Erle . 11:16 A. M. Williamsport 12:20 A. M. arrives at Philadelphia 9-25 A. M.

ERIE EXPRESS leaves Erle 6-25 P. M.

Williamsport 7-50 A. M.

Williamsport 7-50 A. M.

Mall and Express Connect with Oil Creek and

Allegheny River Hailroad.

Bangage checked through.

Baggage checked through.

ALFRED L. TYLER, General Superintendent, RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-NNA, CUMBERLAND, AND WYOMING

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and allowidil streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 730 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 630 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Sutsville, Pinegrove, Tamaqua, Sunbury, Williamstort, Elmira, Rochester, Klagara Palls, Buffalo, Vilkesbarre, Physion, York, Carlisle, Chambersburg,

agerstown, etc.
The 750 A. M. train connects at READING with The 730 A. M. train connects at READING with Sast Pennsylvania Baltron; trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and COLT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Comberland Valcy, and Schuylkill and Susquelanna trains for Northemberland, Williamsport, York, Chambersburg, Pinegrove, etc. arg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 200 P. M. for Reading,
Polisville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION,
Leaves Pottstown at 6:25 A, M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A, M. Returning, leaves Philadelphia at 4:50 P, M.; arrives in Pettstown at 6:40 P, M.
READING AND POTTSVILLE ACCOMMODATION,
Leaves Pottsville at 5:40 A, M. and firstding at 7:40 A, M., stopping at all way stations; arrives in Pulladelphia at 10:15 A, M.
Returning, leaves Philadelphia at 5:15 P, M.; arrives in Reading at 8 P, M., and at Pottsville at 9:40 F, M.

Trains for Philadelphia leave Harrisburg at \$43 A. W., and Pottsville at 9 A. M., arriving in Philadelphia it 2 P. M. Afterneon trains leave Harrisburg t 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 15 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Afterneon Accommodation outly at 640 P. M., arriving in Philadelphia at 945 V. M.

Market train, with a passenger car attached, leaves

iliatelphia at 1245, noon, for Pottsville and all way atlons; leaves Pottsville at 540 A. M., connecting Reading with accommodation train for Philadelhis and all way stations.
All the above trains run dally, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and
hitadelphia at 3 15 P. M. Leave Phitadelphia for
leading at 8 A. M.; returning from Reading at

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains rrom Philadelphia, Returning from Downingtown at 6:10 Δ, M., 1:50 and 5:45 P, M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Paskengers for Skippack take 720 A. M., 430 and 548 P. M. trains for Philadelphia, returning from Skippack at 645 and 875 A. M. and 100 P. M. Stare lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 2 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 120 and 10 10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves finerisburg on arrival of Pennsylvania Express freen. Pittsburg at 5 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 5 P. M., Sleeping cars accompany these trains through he were leaves Civ and Pittsburg without through between 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.
Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 215 and 415 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 855 A. M. and 520 P. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 145 A. M. and 340 P. M., and from Tremont at 645 A. M. and 555 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 Marning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

duced 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 office of S. Bradford, Trensurer, No. 227 S. Fourth street, Physidelphia, or of G. A. Nicolis, General

Superintendent dent, Reading.
COMMUTATION TICKETS. At 55 per cent. discount, between any points de-sired, for families and firms.

MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52-50 each, for families and tirms. SEASON TICKETS. For three, six, nine, or twelve months, for holders

only, to all points, at reduced rates, CLERGYMEN Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets

EXCUPSION TICKETS From Philadelphia to principal stations, good for Schurday, 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

Love Philadelphia daily at 4:25 A. M., 1945, 2027.

FREIGHT TRAINS
Leave Philadelphia daily at 4:35 A. M., 19:45 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 leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT IEL, PITTSTON, TUNKHANNOUK, AND SCRANTON. SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Bethlehem, Allentown, Manuch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton, At 5 06 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 Abington at 1 15, 3 15, 5 20, and 8 P. M.

and Union City Passenger Railways 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

For Lansdale at 6 20 P. M. Fifth and Sixth Streets, Second and Third

From Abington at 2-35, 4-35, 6-45, and 9-35 P. M. ON SUNDAYS. ON SUNDAYS.

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

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies. ages, Merchandise, Dana with other Express Companion own lines or in connection with other Express Connection with other Expre

RAILROAD LINES

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1889. 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 25 P. M. Sunday Mail Train leaves at 7 15 A. M., due 10 45. Cape May Freight leaves Camden daily at 9-30

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-

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, 5100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328

Chesnut street, foot of Market street, also at Camden and Cape May.
For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 800 A. M., mail, and 8:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6:00 P. M. Returning, leaves Glassboro at Communication books of 100 checks each, at reuced rates, between Philadelphia and all sta-

PERSONT TRAINS LEAVE CAMDEN For Cape May, Millville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 1200 Freight received at first covered wharf below Walnut street. Freight delivery, No. 228 S. Delaware avenue. 7.1 W.M. J. SEWELL, Sup't W. J. R. R.

CHORTEST ROUTE TO THE SEA SHORE. CAMBEN AND ATLANTIC RAILROAD TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-Special Excursion 5.15[A. M. Freight (with passonger car) 9.45 A. M.
Express, through in 124 hours 3.15 P. M.
Atlantic Accommodation 4.15 P. M. Atlantic Accommodation. 415 P. M.
Atlantic Accommodation. 415 P. M.
Express, through in 12 hours 7.24 A. M.
Express, through in 12 hours 7.24 A. M.
Freight (with passenger car). 11.50 A. M.
Matl. 417 P. M.
Special Excursion. 518 P. M.
An extra Express train (through in 126 hours) An extra Express train (through in 134 hours) vili leave Vine Street Ferry every Saturday at 200 f. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-

 Ateo Accommodation
 10.15 A, M.

 Haddonicid do. T
 2.00 P. M.

 Hammonton do.
 5.45 A, M.

 Returning, leave
 5.45 A, M.

 Returning, leave 12-15 noon.
Atoo 245 P. M.
245 P. M.
25 monton 540 A. M. Hammonton SUNDAY MAIL TRAIN Leaves Vine street 4:17 P. M.
Leaves Atlantic 4:17 P. M.
Fare to Atlantic City, 42. Wound trip tickets, good for the day and train on which street 4:18 P. sued, \$3. 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. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washingon avenue as follows:-Way Mail Train at 8:30 A. M. (Sunday excepted), or Baltimore, stopping at all regular stations.

Connecting with Delaware Railroad at Wilmington for Cristleid 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 F. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkion, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-39 F. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linnie Washington, stopping at Chester, Thurlow, Lin-vood, Claymoni, Winnington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's,

AUG TION SALES.

engers for Fortress Monroe and Norfolk will

nd Magnolia.

M. THOMAS & SONS, NOS. 139 AND 141 Sale at the Auction Rooms, Nos. 139 and 141 South SUPERIOR HOUSEHOLD FURNITURE, GRAND FIANO, MIRRORS, LARGE BRON CHEST, CAR-PETS, ETC.

PETS, ETC.

On Trursday Morning.

Ang. 19, at 9 o'clock, at the auction ruoms, by catalogue, in assortament of superior household furniture, comprising parlor, chamber, and dining room furniture, rosewood trend prace; Frence plate mirrors; madocang bookcase; xicasson tables; office desks and tables, hair mattresses, eather beds, china and glassware; large from chest, made of the complete stream of the complete stream of the complete stream of the complete stream.

Also, a mainter of time out paintings by Baum, Roesen, De Vos, and others.

Also, gunning skiff, with sails, awnings, etc., complete.

Administrator's Sale.

No. 31d North Twelfth street.

STOCK Of A CHAIR MANUFACTORY.

On Friday Morning.

August 20th, at 10 o'chek, at No. 21d North Front street, by entalogue, the Stock of a Chair Manufactory, comprising 15,000 Stand. Chair Stuff. 10,000 feet Cluir Planks, 35 dozen Windser Chairs, Sdozen Rocking Chairs, Settes, Table Chairs, Work Benches, White Lead, Oils, Paints, etc. May be examined on the morning of sale at eight

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 222 and 224 MARKET Street, corner of Bank street. Successors to John B, Myers & Co. LARGE SALE OF ERITISH FRENCH, GERMAN, AND ROMESTIC DRY GOODS,

On Thursday Morning.

August 10, at 10 o'clock, on four months' credit. [8 16 3k LARGE SALE OF CARPETINGS, OIL CLOTHS, FTC. ETC.
On Friday Morning,
August 20, at 11 o'clock, on four months' credit, 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc.

MARTIN BROTHERS, AUCTIONEERS, No. 528 CHESNUT Street, rear entrance from Minor. Executor's Sale, N. W. corner Twenty-fourth and Ving Streets Estate of James J. Martin, deceased. FIXTURES OF A DISTILLERY.
On Tuesday Afternoon.
17th inst., at 3 o'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 25

ANDSOME WALNUT PARLOR AND CHAMBER FURNITURE, HANDSOME ROSEWOOD SCHOMACKER PIANO-FORTE, WALNUT CARINET ORGAN, FINE FRENCH PLATE MIRRORS, FINE CARPETS, EIGHT-HORSE POWER STEAM ENGINE, FINE WRITING PAPERS, ENVELOPES, ETC.

On Wednesday Morning,
18th inst., at 16 o'clock, at the auction rooms, by cataegge, very excellent household furniture.

8 16 24. LIPPINCOTT, SON & CO., AUCTIONEERS,

I IRST FALL SALE OF FOREIGN AND DOMESTIO DRY GOODS, NOTIONS, MILLINERY GOODS, Etc., will takelplace on Wednesday Morning,
Angust 18, at 10 o'clock, by catalogue, on four months' credit, comprising in part—cases merine shirts and drawers, travelling shirts, neck ties, etc.
Also, line of linen cambric handkerchiefs,
Also, a large assortment of pecket-books, satchels, etc., for first class trade.
Also, every large sale of ladies' and misses' hoop skirts, to close the stock of a manufacturer,
Also, full lines regular Nos, foreign and domestic corsets.

Also, -- cases gents', ladies' and misses' merino and cot-On hose.

Also, a STOCK OF GOODS.

Also, a STOCK OF GOODS.

Also, by order of Popple's Thread Co., New York—
27,000 DOZEN SPOOL COTTON.

We invite the special attention of the Trade to the above

C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 15th CASES BOOTS, SHOPS, BROGANS, ETC., ETC., ETC., August 19, at 10 o'clock, including a large line of city-made oods. N. B. Sale every Monday and Thursday. 8 to 8t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

By B. S.C.O.T.T. J.B., Steed, Philadelphia.