Foreign Rtems.

-Travellers visiting Venice ought to know of a spot whose very existence had been half forgotten, but which has lately been made accessible. Whether because of a general change in the relative level of the Venetian lagoons and the mud islands that support the city, or of a local subsidence of the soil under the great weight of the Church of St. Mark the ancient crypt gradually sank below the level of the adjoining canal. After several ineffectual attempts to resist the influx of water by raising the pavement, the effort was abandoned as hopeless. Somewhere about 1580 the original entrance was walled up; and for more than two centuries the place seems to have remained undisturbed. Soon after the Austrians became masters of Venice some ecclesiastical antiquary called to mind the fact that the marble cosin believed to contain the body of St. Mark had been left in the centre of the crypt, supported on four stone columns. The cathedral authorities were moved to action; an opening was made through one of the small windows in the vaulting of the roof. The crypt was found half full of salt water, but the precious relic, supported at a height of five feet above the pavement, was found untouched. It was solemnly raised into the church, where it has since remained; the opening was again closed, and for a further period of over sixty years one of the most curious portions of this wonderful fabric was lost to sight-almost to memory. Thanks to the energetic intervention of Signor Torelli, the present active Prefect of Venice, it is now as accessible as when first constructed. When the water had been pumped out, and the layers of concrete removed that had been introduced to raise the level of the original pavement, there was no great difficulty in making the structure quite water-tight by means of excellent hydraulic cement, the materials of which are found near Bergamo. The architecture is of great interest, and will doubtless furnish matter for much discussion when more generally known. -That feudalism is not yet extinct in Prus-

sia is shown by an extraordinary incident which has just occurred near Hohenstein, in the Hartz. The estate of Werna, in this district, has for centuries been in possession of the Spiegel family, though it was held in fee of the Count you Stolberg-Stolberg. Last spring the present occupier of the property publicly denied the fealty, and as such denial, according to the old fem al law, would deprive the lord of his rights, Count , on Stolberg immediately called upon Herr von Spiegel to give up the estate. The latter refused, and ade all the necessary preparations for de-tise. The gate was barred, the laborers on the estate were drilled every day, and taught

re at a target, sentries were posted at as places and relieved every two hours. ge placard has been posted up at the gate with the inscription:- "No thoroughfare for robber-knights" (Verbotener eingang für alle Raubritter). It is said that Count Stolberg will shortly arrive with a band of armed men to take forcible possession of the property, and people are curious to know how this mediaval scene in the middle of the nineteenth century will end.

-The untutored savages who roam the deserts of Central Africa little imagine what a surprise the indefatigable M. Lesseps is preparing for them. During the progress of the works at Suez, he despatched a number of engineers to the Desert of Sahara to ascertain the exact difference between the level of that tract of country and the surface of the Red Sea. The surveying party on their return reported a declivity of twenty-seven metres, which is presumed to become still greater further inland. M. Lesseps now suggests the possibility of letting the waters of the Red a into the interior of Africa by means of a canal, and thus converting this hitherto almost unexplored desert into a large inland lake, which would afford easy access to the fertile countries surmounding it. The good consequences of such an achievement, in a commercial sense, would doubtless be vast; but to the present inhabitants of the country the project would be fraught with obvious inconvenience.

-There are probably no newspapers in the world which devote so large a proportion of their space to news from abroad as the Polish papers of Warsaw. Home politics are carefully excluded from these journals, and for a very sufficient reason, namely, because the censors will not allow any unfavorable critieism of the acts of the Government, and it is very seldom indeed that the Government does anything which a Polish journalist would feel nclined to praise. This state of things has attracted the attention of the ultra-Russian newspapers of St. Petersburg and Moscow. which express great indignation at the want of interest in Russian affairs displayed by the people of Warsaw; and the result is the following extraordinary official decree, which deserves to be quoted in extenso:-

"Some journals published in the capital of the em-pire remark, with much reason, that the Polish press of Warsaw affects to ignore all that relates to Russia. That press is even unwilling to know of what passes here under its very eyes. Thus, for in-stance, no Polish Journal in Warsaw has mentioned, even in a few words, the important event which occurred yesterday—namely, the consecration of the new orthodox Russian Church in the suburb of Praga. The director of the censorship hopes that the editors of the newspapers and other periodicals of Warsaw will understand the impropriety of pass-ing over in silence events which happen in the emre of which this country is but a small part."

The Pall Mall Gazette says .- That which s called "the personal power" in France is eriously threatened for a variety of reasons; out none is more important than the financial ason. A few plain figures will show the nessity of reform. In 1850 the expenditure of the Government amounted to not quite 500,000,000 francs (about £60,000,000 erling). It now amounts to nearly 2,400,-00,000 francs (or about £96,000,000 sterling). t has been increased in seventeen years by 00,000,000 francs (or £36,000,000 sterling). What should we say to a state of things in this ountry which would show in the budgets of eventeen years that the expenditure of each ear overtopped its predecessor by always ore than £2,000,000? It may be argued that is large outlay has not been without its ruits. France has risen in importance among he nations; she has great public works to how for the money she has spent; her cities have been much beautified, her citizens have een much educated. Let us look at figures. 1853 the Ministry of Public Instruction ost nearly 23,000,000 francs; it is now to ost nearly 37,000,000. There is an increase f not quite 14,000,000 francs—a little more nan half a million of pounds. Or take he Ministry of Public Works:-In 1853 it ost 150,000,000 francs; it is now to cost some ,000,000 more. Thus, for these two departnents of expenditure, in which no one would grudge an increase, the increase is very oderate-not quite 20,000,000 francs. What s this out of a total increase of 900,000,000? low are we to account for the remaining 80,000,000? As a first contribution, we find hat whereas formerly there was no charge for the Emperor's household, it is set down for ,000,000 francs in the ensuing year. The Ministry of the Interior, which was estimated n 1853 at 135,000,000, is now augmented

by 96,000,000. Next in order comes the

Ministry of Finance, from which pensions are drawn. In 1853 it disbursed 694,000,000; it now requires 997,000,000an increase of about 12,000,000 of English money. The Ministries of War and Marine were estimated in 1853 at 444,000,000 of francs; they now stand at 653,000,000-an increase of 209,000,000 of French, or 8,000,000 of English money. These are the principal items which have made the estimates of the next year exceed by about 50 per cent, those which were deemed sufficient seventeen years. ago. Let it be added that in 1851 the total population of France comprised 35,800,000 souls, and the expenditure of the Government was at the rate of 40 francs per head. The population of France may now be taken at 6,500,000, and the expenditure of the Government is something like 60 francs per head, In round numbers, personal government has in these seventeen years cost the French nation a sum of 14,000,000,000 of francs £500,000,000) sterling more than any previous government during a similar lapse of

-Some statistics recently published at Berin afford indications of the revival of the national drams that has taken place within the last twenty years. For a long period Scribe and his imitators held almost undisputed possession of the German stage, which, as is even now unfortunately too much the case with our own, was mainly devoted to the performance of translations and adaptations from the French. Of late years, however, a change has been effected in this state of things. Between the years 1851 and 1861 no less than 150 new plays were performed at the Theatre Royal of Berlin, out of which only twenty short farces are traceable to French sources; and last year as many three hundred comedies and vaudevilles were sent to compete for the annual prize given to the best work of that description. As a matter of course, the national party ascribe this revival to the progress of liberal institutions. and the consequent development of public and national spirit, but appear to lose sight of the fact that Goethe and Schiller flourished during a period of despotism and subservi-

-The German newspapers state that political peace reigns in North Germany, but that Mecklenburg-Schwerin is disturbed in consequence of an order from the Cabinet that all persons in the service of the Grand Duke, when they Leest each other in uniform, shall mutantly salute each other; that this salute is also to be exchanged with the officers of the Mecklenburg contingent: and that postilions, when they meet an officer or other employe while riding, shall not only raise their right hand to their heads, but also the whip contained in it. The working of this order, it is said, is awaited with much interest.

## PROPOSALS.

PROPOSALS FOR BEEF OFFICE OF ASSISTANT COMMISSARY-GENERAL OF SUBSISTENCE, CHIEF COMMISSARY OF SUBSISTENCE, DEPARTMENT OF THE EAST AND MILITARY DIVISION OF THE ATLANTIC. NEW YORK CITY, August 15, 1869.

Scaled Proposals, in duplicate, will be received by the undersigned at his office, room 43, Army Building, corner of Greene and Houston streets, or directed to Post Office Box 2269, New York, until 10 clock A. M., September 15, 1869, for supplying Commissioned Officers and their Families stationed at Philadelphia, Pa., or supplied therefrom, with such choice FRESH BEEF as they may from time to time require, such as Sirloin and Porter-House Steak, Standing Ribs, or Ribs Roasts, delivered free of cost, The contracts to be in force six months, or such less time as the Commissary-General shall direct, commencing on the 20th September, 1869, and sub-

ject to the approval of the Commanding General of Department of the East quantity of the fresh beef stipulated to be delivered, then the Assistant Commissary-General at New York city shall have power to supply the deficiency by purchase, and the contractor will be charged with

the difference of cost. The contractor will be required to enter into bonds or the sum of three hundred dollars (\$300), signed

also by two responsible sureties, whose names must e mentioned in the bids. The proposals will be opened at 10 A. M. on September 15th, 1869,

Proposals will be marked "Proposals for Beef, and addressed

C. L. KILBURN, Brevet Brig. Gen'l & A. C. G. S.

DROPOSALS FOR FORAGE.

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., July 31, 1869. Proposals are invited, from responsible parties until 12 M., August 30, 1869, for furnishing all the Corn. Oats, Hay, and Rye Straw (to be of first class merchantable quality) required at this Depot during the year commencing October 1, 1869. Forage and Straw to be delivered monthly anywhere within one mile of limits of the cities of Washington and Georgetown, at Fort Whipple, Va., about one and a half miles from Georgetown, and a small quantity at Soldiers' Home, and in such quantities and at such times as ordered by the Quartermaster in charge. Corn to be derivered in good sacks, of about two bushels each, fifty-six (56) pounds to the bushel Oats in like sacks, of about three bushels each, of no less than thirty-two (32) pounds to the bushel; Hay

pounds per ton. Bidders will state price of Oats and Corn pe ushel, including sacks, and also price without sacks,

and Straw baled, and to weigh two thousand (2000

and of Hay and Straw per ton. The quantity required for the year is estimated a five thousand nine hundred and forty bushels of Corn; thirty-one thousand one hundred and seventy five bushels of Oats; seven hundred and seventy five tons of Hay; and two hundred tons of Straw but the right is reserved to increase or diminish that uantity by one-third on proper notice. The conerretor will be required to keep at least one month's supply of forage and straw on hand, and to have a place of business in this city.

Guarantees will be furnished with each bid in the sum of five thousand dollars, signed by two respon sible sureties, that the bidder will, if successful within six days after his acceptance, execute a contract in accordance with above requirements. The contractor will be required to exhibit on or before the 15th day of September next satisfactory evidence that he is prepared to commence fulfilling contract, Payments will be made monthly for quantity of

forage and straw delivered, if in funds, or as soon thereafter as funds are furnished for the purpose None to be paid for except on receipts of the parties to whom delivery has been ordered. A bond in the sum of twelve thousand dollars.

signed by himself and two accepted sureties, will be required of the successful bidder for the faithful fulfilment of his contract. Should the contractor fall to furnish the kind and

quantity of forage and straw required, it will be purchased in open market, and the excess of cost charged to him. All bids will be submitted to the Quartermaster-General before awarding contract.

Proposals, in duplicate, will be addressed to the undersigned, with copy of advertisement attached, marked "Proposals for Forage," and bidders are invited to be present at the opening of bids, By order of the Quartermaster-General.

Deputy Quartermaster-General, Bvt. Brig. Gen., U.

J. C. McFERRAN,

S. A., and Depot Quartermaster. S 16 6t PHILADELPHIA RASPBERRY, JUCUN DA, Agriculturist, and other Strawherry; Lawton Blackberry Plants; Hartford, Concord, and other Graps Vinca. For sale by S. & O. E. FLETCHER, Delanco, N. J. PHILADELPHIA RASPBERRY, JUCUN

RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at 8:20 A. M. (Sunday excepted),

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield 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 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, 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, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 1:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations,
Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15,
and 7:00 P. M. The 8:10 A. M. Train will not 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., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, 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, will leave Philadelphia daily (except Sundays) at 150 P. M., running to Oxford.

will leave Philadelphia daily (except Sundays) at 150 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 530 A. M., 935 A. M., and 230 P. M.
Leave Chadd's Ford for Philadelphia at 645 A. M.
A Sunday Train will leave Philadelphia at 530 A. M.
A Sunday Train will leave Philadelphia at 530 A. M.
Ior West Grove and intermediate stations. Returning, will leave West Grove at 430 P. M.

Trains leaving Wilmington at 630 A. M. and 445 P.
M. will connect at Lamokin Junction with 740 A. M.
and 430 P. M. Trains for Baltimore Central Railroad.

Through tickets to all points West South and athwest 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.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 19, 11, 72 A. M., 2, 35, 32, 4, 435, 505, 55, 6, 6, 6, 7, 8, 9, 10, 11, 12, M. P. M.
Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4\(\frac{1}{2}\), 5, 5\(\frac{1}{2}\), 6, 6\(\frac{1}{2}\), 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3\(\frac{1}{2}\) and 5\(\frac{1}{2}\) up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10\(\frac{1}{2}\).

Leave Germantown at 845 A. M., 1, 3, 6, and 934 CHESNUT HILL RAILROAD,

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¼, 5¼, 7, 9, and 11 P. M.
Leave Chesnut Hill at 746, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 F. M.
ON SUNDAYS,
Leave Philadelphia at 945 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.

25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN, FOR CONSHOHOUREN AND NORRISTOWN, 1 ave Philade phia at 6, 7½, 9, and 11.05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M. The 7¼ 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 lane, Manayunk, and Cons ON SUNDAYS, Leave Philadelphia at 9 A. M., 2)4, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 13c, 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, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only

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

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL COMMENCING THURSDAY, JULY 1, 1889. Leave Philadelphia, foot of Market street, as fol-

OWS:—
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 Saturlay, July 3), due 6:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.

Cape May Freight leaves Camden daily at 9-20 RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:06 A. M. 9:00 A. M., Fast Express (commencing on Mon-

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, \$50; to be had only of the Treasurer, at Camden. 20 Coupon 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.

Chesnut street, loot of Market street, also at Cam-den and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8'00

A. M., mail, and 3'30 P. M., passenger.

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

FREIGHT TRAINS LEAVE CAMDEN
For Cape May, Millville, 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 WM. J. SEWELL, Supit W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 13/2
HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-Mail 8:00 A. M.
Freight (with passenger car) 9:45 A. M.
Express, through in 1% hours 3:15 P. M.
Atlantic Accommodation Atlantic Accommodation 4-15 P. M.

Atlantic Accommodation 6-96 A. M.

Express, through in 1% hours 7-24 A. M.

Freight (with passenger car) 11-50 A. 

Mail. 4-17 1
Special Excursion 5-18 1
An extra Express train (through in 1% h
will leave Vine Street Ferry every Saturday at
P. M.; returning, leave Atlantic City. at 2.08 returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atco. 12:15 noon.

Atco. 2:45 P. M.

Haddonfield 5:40 A. M. Hammonton SUNDAY MAIL TRAIN

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.

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

FROM WALNUT STREET WHAPF. At 6:20 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Cam, and Jersey City Ex. Mail 2:00 At 2 P. M., via Camden and Amboy Express... 3-00 At 6 P. M., for Amboy and intermediate stations. At 6-20 and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3-30 and 4-30 P. M., for Trenton.

Trenton, At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and Hurlington. At 0.30, 5, and 1.30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6.30 and 10 A. M., 12 M., 3.30, 4.30, 6, 7, and 11.30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11.30 P. M. line leaves Market Street Ferry

(upper side).

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

At 730 and 11 A. M., 230, 330, and 5 P. M. for At 730 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristol, and at 10 15 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-ville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPUT, Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jorsey 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 Tren-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

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

At 7-30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7-39 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-39 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown Bathelphone etc. 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 RALL-ROADS.

At 7 and 10 A. M., 1. 2. 2. 3. 5. ov. 5, and 6:30 P. M. for manner of the control Vincentown, Birmingham, and Pemberton, At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Egypt, and Hernerstown.
At 7 A. M., 1 and 3:30 P. M. for Lewistown, At 7 A. M., 1 and 330 F. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

110 WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Fennsylvania Central Railroad leave the Depot, at 1HIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot. Sieeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

at'No. 201 Chosnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Tr. 4in 800 A. M.
Paoli Acc, mmodat'n, 10:30 A.M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Erie Express 11:50 A. M.
Harrisburg Acc vmmodation 2:30 P. M.
Lancaster Accol umodation 4:00 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Expres 8 8:00 P. M.
Erie Mail and Pitts burg Express 10:30 P. M.
Philadelphia Express, 12 night.

Philadelphia Express, 12 night.
Erie Mail leaves da tly, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers w. Il leave Philadelphia at 12 Philadelphia Express 1 caves daily. All other

trains daily, except Sunda, The Western Accommodat ion Train runs daily. The Western Accommodat ion Train runs daily except Sunday. For this tr ain tickets must be procured and baggage delivere 4, by 5 P. M., at No.

| Erie Mail | 9-35 A. M. | Fast Line | 9-35 A. M. | Parkesburg Train | 9-10 A. M. | Lancaster Train | 12-30 P. M. | Erie Express | 4-20 P. M. | Day Express | 4-20 P. M. | Southern Express | 6-40 P. M. | 6-40 P. Eric Express
Day Express
Day Express
Southern Express
Harrisburg Accommodation
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street.

No. 901 OHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SANUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to 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.
EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa. 4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD. SUMMER ARRANGE. MENT.—On and after MONDAY, April 12, 1809, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and OHESNUT Streets, 7-25 A. M., 9-30 A.
M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30

Leave West Chester from Depot, on East Mar-Leave West Chester from Depot, on East Mark ket street, at 6:25 A. M., 7:25 A. M., 7:49 A. M., 10:10 A. M., 1:35 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

145 P. M.

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. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by 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 arrival.

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 7:15 M. M. West Chester for Philadelphia at 7:45 A. M. and 4:45 P. M. Leave B. C. Junction for Philadelphia at 6:00 M. WHLLIAM C. WHEELER. General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMS,
PORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 28, 1809, the trains
on the Philadelphia and Eric Railroad will run as
follows:— WBSTWARD.

on the Philadelphia and Eric Railroad will run as follows:— westward.

Will ward of the west Philadelphia will run as westward.

Will will was provided by the west of the wes

MAIL TRAIN leaves Eric 11-15 A. M.
Williamsport 12-20 A. M.
Williamsport 12-20 A. M. leaves Eric 11 16 A. Williamsport 12 20 A. arrives at Philadelphia 5 25 A. 

Allegheny River Halfrond.

Baggago checked through.

ALFRED L. TYLER. General Superintendent. RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILI, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

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

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

MORNING EXPRESS.

At 8:15 A. M. for Reading, Leoanon, Harrisburg, Pettsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pisston, York, Carlisle, Chambersburg, Harriston, P. Hagerstown, etc.
The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for

Williamsport, Lock Havon, Emira, etc.; at HAR-RISBURG with Northern Central, Camberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Potistown at 640 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Potisville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Phila-delphia at 10-15 A. M.

Returning, leaves Philadelphia at 5-15 P. M.; ar-rives in Reading at S P. M., and at Pottsville at 9-40

P. M.
Trains for Philadelphia leave Harrisburg at 840 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.

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

Market train, with a passenger car attached, leaves Philadelphia at 12.45, noon, for Pottsville and all way stations: leaves Pottsville at 5.40 A. M., connecting Regaing with accommodation train for Philadel-

phir, and all way stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and hiladelphia at 3-15 P. M. Leave Philadelphia for leading at S A. M.; returning from Reading at 25 P. M

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate to the rest A. M., 1245, and 430 P. M. trains rom Philadelphia. Returning from Downingtown et 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN RAILROAD,

PERKIOMEN RAILROAD,
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 1:30 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 1:95 A. M. and 1:50 and 10:19 P. M.,
and connecting at Harrisburg with Pennsylvania
and Northern Central Railroad Express trains for
Pittsburg. Chicago. Williamsport, Elmira, Balti-

Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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 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 855 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 1210 noon for Pinegrove and Tremont, returning from Harrisburg at 7-45 A. M. and 3-40 P. M., and from Tremont at 645 A. M. and 5 65 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 Reading and Pottstown Accommodation Trains, at rsion Tickets to Philadelphia, good for one

Exc. — e sold at Reading and intermediate staday only, a. — or and Pottstown Accommodation tions by Reading 1882.

Trains, at reduced re. — re obtainable only at the The following tickets — er, No. 227 S. Fourth office of S. Bradford, Treasu. — Nicolls, General street, Philadelphia, or of G. A. Superintendent, Reading, COMMUTATION TICKETS

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

MILNAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50

each, for families and firms SEASON TICKETS. 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

EXCURSION TICKETS From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.

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

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the

principal stations only at 2 15 P. M. FREIGHT TRAINS 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 RAILROAD.—
For BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT ARMEL, PITTSTON, TUNKHANNOCK, AND SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7.45 A.M. (Express) for Bethlehem, Allen-own, Mauch Chunk, Hazleten, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

hannock.
At 945 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Railroads.
At 146 P. M. (Express) for Bethlehem, Easton,
Wilhesbarre, Pittston, Scranton Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hasleton, At 5 '66 P M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Port Washington at 6:45 and 10:45 A. M., and For Abington at 1-15, 3-15, 5-20, and 8 P. M. For Lansdale at 6-20 P. M. Firth and Sixth Streets, Second and Third treets, and Union Cky Passenger Railways run to

the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 00 A.M., 2 10, 4 45, and 8 25 From Doylestown at 8-25 A. M., 4-55 and 7-05 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.

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

THE ADAMS EXPRESS COMPANY, OFFICE No. 230 OHESNUT Street, forwards Parceis, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. E. COLEMAN,

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale S. W. corner of Fifteenth and Hamilton streets.

Angust 21, at 11% o'clock, on the premises southwest corner of Fifteenth and Hamilton streets, a 63-horse power Steam Engine, cylinder 16 by 30; fly wheel 14 root in diameter, and in good running order. May be examined previous to the sale. BUNTING, DURBOROW & CO., AUCTION-Eark Street, Successors to John B. Myers & Oo.

FIRST SALE OF FRENCH GOODS FOR FALL
OF 1808.
On Monday Next.
Aug. 25, will be sold, a desirable line of millinery goods, sike, etc., on four months' credit.
Including a large and attractive offering of millinery goods, the balance of a well-known importing house, cam prising.

rising—
Full line of plain cord-edge ribbons, all widths.
Full line of black and colored such ribbons.
Full line of black all-holled Taffota ribbons.
Full line of colored and black satin ribbons.
Full line of plaid and fancy ribbons.

innufacture.

50 pieces silk-faced velvet, best English goods, in all de-irable colors. rable colors. Its pieces English patent velvets. Also, Lyons plushes, in various qualities and latest

CREPES, BLONDES, MALINES, ETC. CREPES, BLONDES, MALLACE, ELL.
Full line English Black Crepes.
Full line plusher nets, black and colored.
Full line colored and black blondes, fresh goods.
Full line black and white making tilnslons, etc.
The above offering is worthy of particular attention of ing and Columbia Railroad trains for Columbia, etc.

The above odering is worthy of irst-class trade.
200 pieces of black mohairs.
100 pieces satin striped pophus.
A line of Paris deiaines.
100 pieces dreas silks.
450 dozen shirt fronts.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, On Tuesday Morning,
Aug. 24, at 10 o'clock, on four months' credit. [8 18 54

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning. August 26, at 10 o'clock, on four months' credit. [8 20 5] MARTIN BROTHERS, AUCTIONEERS,-No. 529 CHESNUT Street, rear entrance from Minor.

HANDSOME WALNUT PARLOR FURNITURE,
Two Handsome Walnut Chamber Suits, Handsome
Buffet Sideboard and Extension Table, Fine French
Chima, Cut Glassware, Fine Hair Mattresses, Handsome
Brussels, Imperial, and Venetian Carpeta; Kitchen Furniture, Etc.

20th inst., at 10 o'clock, at No. 43; George street, between 'coplar street and Girard avenue, below Fifth street, by atalogue, the entire household furniture, etc. [8 19 6].

Salo No. 1408 N. Sixteenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Fine French China Dinner Service, Spring and Hair
Mattresses, Handsome English Brussels Carpets, Fine
Venetian Carpets, Kitchen Utensils, Etc.
On Friday Meaning.
27th inst., at 10 o'clock, by catalogue, at No. 1408 N. Sixteenth street, above Master street, the handsome walnut
furniture, etc.
May be seen early on the morning of sale.

[8 19 7t]

C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF LOG CASES BOOTS, SHOES, BROGANS, ETC On Monday Morning, August 23, at 10 o'clock, including a large line of citynade goods. N. B. Sale every Monday and Thursday. 8 19 3t THOMAS BIRCH & SON, AUCTIONEERS
CHESNUT Street, rear entrance No. 1107 Sansom street.

BSCOTT'S ART GALLERY, No. 1020 CHESNUT L IPPINCOTT, SON & CO., AUCTIONEERS,

ENGINES, MACHINERY, ETO.

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

Prawings and specifications for all work done at the

above business.

Drawings and specifications for all work done at the stablishment free of charge, and work guaranteed. The subscribers have ample wharf dook room for repairs if boats, where they can lie in perfect safety, and are proided with shears, blocks, falls, etc. etc., for raising beavy or light weights. JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

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

Regulated by the Governor. Paten ed June, 1868. MERRICK'S SAFETY HOISTING MACHINE,

PATENT VALVELESS STEAM HAMMER PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUCAL SUGAR-DRAINING MACHINE. HYDRO EXTRACTOR

For Cetton or, Woollen Manufacturers. 7 10 mwi J. VAUGHN MERRICK. WILLIAM H. MERRICK.
JOHN E. COPE. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers Tanks, Iron Boats at

Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. Retorts and Gas Machinery of the latest and most

improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines of gines, etc.
Sole Agents for N. Billenx's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Drain-CIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS. TWENTY-THIRD and FILBERT Streets.

OFFICE,

Ng. 42 North FIFTH Street. STOVES, RANGES, ETC. NOTICE .- THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE FURNACE, NEW GOLDEN EAGLE FURNACE,

NEW GOLDEN EAGLE FURNACE.

This is an entirely new beater. It is so constructed as to at once commend itself to general favor, oeing a commination of wrought and cust from. It is very simple in its construction, and is perfectly air-tight; self-cleaning, having no pipes or drains to be taken out and cleaned. It is so enranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace tha will produce a perfectly healthy atmosphere.

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

CHARLES WILLIAMS,

Nos. Hist and Hist MARKET Street,
Philadelphis.

A large assortment of Cooking Ranges, Free Box A large assertment of Cooking Ranges, Free-Box doves, Low Down Grates, Ventilators, etc., always

N. B. Jobbing of all kinds promptly done. 519 THOMSON'S LONDON KITCHENER

THOMSON'S LONDON KITCHEAR of EUROPEAN RANGE, for families, hotels, of public institutions, in TWEN'IT DIFFERENT NAMES. SIZES, Also, Philadelphia Ranges, Hot-Air Fund Stoves, Bath Bollers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesale and retal at the manufacturers, Stoves, etc., wholesale and retal at the manufacturers, Stoves, etc., wholesale and retal at the manufacturers, Stoves, etc., wholesale and retal at the manufacturers. Stoves, etc., wholesale and retal at the manufacturers. Stoves, etc., wholesale and retal at the manufacturers.

WOODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the rear 1800 ...
Edwing Francisco ...

Edwin Grelies ...

Secretary and Tressurer, JOSEPH B. TOWNSEND. The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 512 AROH Street, or of anyse the Managers.