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OUR RELIGIOUS COLUMN.

"Many are the afflictions of the righteous." Trials seem to be a necessary part of the discipline which is to fit us for heaven. They come upon the believer, we have no doubt, when they are most needed, and are removed when they accomplish the good for which they have been

But many of us magnify our troubles, and they appear to us greater than they really are. By brooding over them, we come to think that others have not endured what we are called to pass through. We come to think that we have nothing but sorrow. Instead of taking such a gloomy view of our condition, we should think of our sources of joy, and remember that many have all our sorrows, and only a few of our blessings. We ought not only to be cheered by the thought that a better day is coming, but also by this, that even this day, gloomy as it appears to be, would be brighter, if we only thought as much of our blessings as we do of our trials.

We magnify our troubles by anticipating them. Many, who have no actual troubles, are expecting them, and giving themselves a great deal of unnecessary anxiety. They suffer more in the prospect of trial than they do when it has come upon them. Indeed, of all troubles that distress us, these are often the worst. They eat into the very heart, and drive out every joy and destroy all energy, and we go moping through life as though we were bereft of everything that could give us comfort. And these anticipated troubles are great, because we receive no comfort in them. Godfcomforts His tried children in actual trouble, not in those that are imaginary. We magnify our troubles also when we fail to see God's aim in them. If we cannot see a purpose in suffering, it is all the harder to bear it. Afflictions do not come by chance, and are not purposeless.

Sometimes an affliction comes to bring us out of sin. We have wandered from God, and this is God's way to bring us back. Sometimes an affliction keeps us out of sin. Many a man has had reason to thank God for a season of sickness, or some disappointment, which for a time filled him with grief. We were on the way to sin, and God arrested us by trial, and kept us from the evil. When we see how we were brought out of sin, or kept out of it by means of trial, we then understand how troubles may be blessings in disguise. They are intended, too, to fit us for heaven. They bring the Christian nearer to Christ. They make him umble and submissive. They give him a truer ew of this world, and a clearer, brighter view heaven. They give him, when properly imved, those desires, and affections, and feelwhich will continue to increase throughout eternity.

SUMMARY OF CHURCH NEWS.

-A Methodist camp-meeting was recently held in Oregon without the aid or presence of a single preacher. The presiding elder and two pastors were sick, and another pastor and the ocal preachers all were prevented from attending. The laymen held the services and the meeting was successful.

From the twenty colleges under the charge of the Methodist Church, not less than four hundred students are now taking their diplomas. Between one-tenth and one-fifth of these design to enter the ministry. At least one hundred Methodists are graduating at other colleges, whom a like proportion will enter the

ministry.
—The Methodist says that "a Swedenborgian named Parker is attracting some notice in To-ronto by the relation of his curious spiritual experiences. He declares that he was taken up earth. The frigid zone is peopled by Unitarians, who wear lions skins on their heads, tigers' skins on their bodies, and bears' skins on their feet, and ride in chariots of ice drawn by horses without any tails.

-The Central Christian Advocate, of St. Louis, gives some sensible advice to ministers subject to frequent removals in regard to the heavy furniture. It is specially designed for Methodist Itinerants, but may serve those of other denominations who are hardly more stationary. It is to sell it off, and use barrels and boxes until the parsonages are properly provided with the needed heavy articles by the churches:-

"An old barrel makes a fine arm-chair thus; saw in about the middle of the barrel half way through trim off the staves in the shape of the back of a chair, fill the bottom with hay, draw a gunny sack over the whole, and sit down at your ease. For a table take a store-box, select the smootest side for the top, nail slats across if to hold it together, and for legs take strips of boards about four inches wide, cross them near the middle, fit and nall the top to one end, and you have a good table. We could easily supply our-selves, if necessary. In a similar way bedsteads, washstands, sideboards, and bookcases can b

—The Pacific Advocate of July 17 describes a camp meeting recently held in Oregon without the aid or presence of a preacher. The presiding elder and the pastor were both confined to their beds at home by severe Illness. Of the two neighboring pastors expected, one was called to another part of the country, and the other was suffering from bleeding at the longs. The local preachers were also providentially prevented from attending. On Saturday it was gratefully announced that on Sunday Bishop Marvin, of the Southern Church, would preach, but neither the Bishop nor any other minister appeared. The Sunday services, as well as all the others, were therefore conducted by excellent laymen, whose labors were greatly blessed.

rapidly improving settlement of Rosenhuyn, Bridgeton district, near Vineland, N. J., for the erection of a Methodist Episcopal church in that

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

tan Methodist Church of Washington. -The Light street congregation, Baltimore, has at last purchased the Charles Street Church, and when transferred to its new owners will thenceforward become a free-seated house, open to all alike, who may desire to worship at its altars. The Charles street congregation intend building a handsome church as soon as a suitable location can be had.

EPISCOPAL. —The Bishop of Ohio notified the Rev. C. C. Tate that a new court would be drawn on the 17th of August for his trial, the drawing

to take place in the vestry-room of Trinity Church, Columbus. No new charge or present-ment has been made. Bishop McIlvaine is reported dangerously ill. —The Protestant Episcopal Church Almanac for 1869 gives the following summary:—Bishops, communicants, 194,692; Sunday scholars,

47; priests and deacons, 2687; parishes, 2472; baptisms, 35,762; confirmations, 21,958; number 194,046; contributions, \$4,457,888. The oldest bishops are the Rev. B. B. Smith, of Kentucky, and the Rev. C. P. Melivaine, of Ohio, both consecrated in 1882.

-The Rev. E. Lounsberry, of Des Moines, has accepted the Presidency of Griswold College,

Davenport.

—Trinity College receives a bequest of \$20,000 from Hon. Isaac Toucey.

—The Rev. M. A. DeWolf Howe, D. D., rector of St. Luke's Protestant Episcopal Church in this city, has received a call to one of the propingly churches at Providence, R. I. minent churches at Providence, R. I.

BAPTIST. The Rev. D. C. Eddy, D.D., of the church worshipping at the corner of West Canton street and Warren avenue, Boston, and formerly of the Tabernacle Baptist Church, of this city, has received a unanimous call from the Bowdoin Square Baptist Church, Boston.

—The Baptist church at North Attleboro, Mass., will celebrate its one hundredth anniver-

sary on the 25th instant.

—A Baptist church at Westchester, Nova Scotia, which disbanded several years ago, has re-cently been reorganized, and six persons have been baptized there.

Nine churches in and near Washington county, Iowa, have formed themselves into a new association. The first meeting will be held at New Haven, September 11. -The Baptist Church in Red Wing, Minnesota

was recently presented with an elegant silver-plated "Communion Service." Mr. D. K. Cross and wife, and Mr. James F. Sanborn, of Boston, Massachusetts, were the generous donors.

—The Examiner and Chroniele announces that 'Rev. H. Harvey, D. D., late Pastor of the First

Baptist Church, of Dayton, Ohio, has been elected to the Chair of Biblical Exegesis and Pastoral Theology in the Seminary at Hamilton. and will probably accept."

—The Second Baptist Church, Richmond, Vir-

giula, sustains a day-school, to afford to such of its members as are unable to pay the usual school rates an opportunity of educating their children free of cost. No tuition fees are charged, the whole expense being met thy the The school is under the direction of a board of managers. CONGREGATIONAL.

—The minutes of Ohio, just published, show 189 Congregational churches, being an increase of 6, and 128 ministers. The church members

are 16,497, an increase of 1224.

—The new Congregational church at Amherst, Massachusetts, has a pulpit built of cedar of Lebanon and olive wood, presented by the Rev. Mr. Bilss, President of the Missionary College, Syria, which is supposed to be fully two usand years old. It is stated that Rev. J. E. Rankin, formerly

of St. Albans, now at Charlestown, Mass., has received a call to the pastorate of the Congregational church at Washington, D. C. PRESBYTERIAN.

-The Old School General Assembly of 1842 decided by a clear majority that marriage with a deceased wife's sister is "forbidden by the law of God." In 1845 it denied the validity of Romish baptism; and in 1849 condemned the practices of sitting in prayer and the reading of sermons. All these are virtually repealed by the act of union .- Independent.

-A new Presbyterian paper is proposed in Chicago, to be commenced in the autumn, representing the interests of the reunited Church. The Fresbyter, of Cincinnati, says:-

"A paper reflecting the views of Drs. Lord and "A paper reflecting the views of Brs. Lord and Patterson and Professor Blackburn on our side, and of Revs. R. W. Patterson, D. D., Trowbridge, Mat-thews, and other Chicago New School men, is what is needed. We wish the new paper good success in its great and growing field. We expect it to be an efficient laborer in favor of a liberal, sound, and progressive Presbyterianism.

The receipts of the Presbyterian Board of Foreign Missions for May, June, and July of the present year were. \$29,705 year were. The receipts for the same months last year.

Increased receipts. \$5,230 Cash payments in May, June, and July, 1862. \$88,160 Cash payments in May, June, and July, 1868. 82,198

Increased payments..... -Dr. Mooers, a much respected and benevo-lent physician of Plattsburg, N. Y., died some weeks since. While the funeral was being at-tended at the Presbyterian Church, of which he was a member, mass was being recited in both the Catholic Churches for the repose of his soul The Irish and the French residents, whose poor he had attended without charge, desired this

-Five Presbyterian churches have been built in the southwestern part of Sonoma county, Cal., chiefly through the labors of Rev. Thomas

Frazer. -Miss Hart, of the Presbyterian mission in Egypt, was lately burnt to death while trying to seal a can of petroleum. Two natives perished with her. She was a lady of deep and earnest piety, a converted Jewess. She had labored with much success in Cairo for about twelve

CATHOLIC. -The Catholic Telegraph, the Cincinnati organ of the Church of Rome, calls the American common school system a social cancer, and says:-"It will be a glorious day for Catholies in

ountry when, under the blows of justice and mo-ality, our school system will be shivered to pieces. Until then modern paganism will triumph." —Burlington, Vt., has been christened the City of Mary' by the Pope in a document signed with his hands; and among the privileges

conferred on the new Catholic church there, it is to possess a statue of the Virgin, blessed and indulgenced by the Holy Father.

—Dr. Dollinger, the leading Roman Catholic theologian of Austria, has fallen under papal displeasure, and ecclesiastical proceedings have gun against him. He had severely attacked the Roman courts, and threatened that the freemen of Germany might refuse to submit to the action of the coming council.

—Cardinal Antonelli has received from Von Buest, Prime Minister of Austria, a note to the effect that, "if the course of Rome does not cease to excite embarrassment within Austria, the Government of Austria and Hungary will be obliged to oppose definitely the journey of the bishops to Rome at the time of the Council.'

DROPOSALS FOR FORAGE.

DEPOT QUARTERMASTER'S OFFICE, \\
WASHINGTON, D. C., July 31, 1869. Proposals are invited, from responsible parties, antil 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 desivered 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 not less than thirty-two (32) pounds to the bushel; Hay and Straw baled, and to weigh two thousand (2000) ounds per ton.

Bidders will state price of Oats and Corn per ushel, including sacks, and also price without sacks,

and of Hay and Straw per ton. The quantity required for the year is estimated at ve thousand nine hundred and forty bushels of Corn; thirty-one thousand one hundred and seventyfive bushels of Oats; seven hundred and seventyfive tons of Hay; and two hundred tons of Straw; but the right is reserved to increase or diminish that quantity by one-third on proper notice. The contrrctor 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 responsible 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 ful-

filment of his contract. Should the contractor fail to furnish the kind and quantity of forage and straw required, it will be purhased in open market, and the excess of cost harged to him.

All bids will be submitted to the Quartermaster-General before awarding contract. Proposals, in duplicate, will be addressed to the indersigned, 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. J. C. MCFERRAN, Deputy Quartermaster-General, Byt. Brig. Gen., U. S. A., and Depot Quartermaster.

RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sunday excepted),
for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Wilmington
for Cristicid 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,
for Baltimore and Washington, stopping at Chester,

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, Magnolla, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's,

And Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 12 90 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Vilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 00 P. M. The 5:00 P. M. Train connects with Dela-vare Railroad for Harrington and intermediate and 700 P. M. The 840 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

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; 8UNDAY TRAIN FROM BALTIMORE.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad,
Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7 00 P. M.

The 7 00 A. M. Train will stop at all stations be. delphia 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 20 P. M., running to Oxford,

1:30 P. M., running to Oxford.

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

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

A Sunday Train will leave Philadelphia at 8:90 A.

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

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

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NOR RISTOWN RAILEOAD,
TIME TABLE,
FOR GERMANTOWN,

Leave Philadelphia at 6, 7, 8, 9 ° 5, 10, 11, 12 A. M., 9, 3 ° 5, 10, 13, 4, 4 ° 35, 5 ° 5, 5 ° 6, 6 ° 6, 7, 8, 9, 10, 11, 12 M. . M. Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12, M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3% and 5% up trains will

not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10 % Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:49 A. M., 1:49, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRHSTOWN.
Leave Philade phia at 6, 7%, 9, and 11:95 A. M., 1.440, and FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philade phia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 805, 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 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, ON SUNDAYS. Leave Philadelphia at 9 A. M., 2½, 4, and 7½

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. FOR MANAYUNK.

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

Leave Manayank at 6:10, 7, 7½, 8:10, 3½, and 11½ A. M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

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

ON SUNDAYS.

Leave Philadelphia or 3 A. M. 24, 4, and 715 P. M.

Leave Philadelphia at 9 A. M., 236, 4, and 736 P. M. Leave Manayunk at 736 A. M., 135, 6, and 936 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

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

lows:—
9:06 A. M., Cape May Express, due 12:25.
8:15 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, 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
A. M.

RETURNING, TRAINS LEAVE CAPE MAY,

RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:03 A. M., 9:00 A. M., Fast Express (commencing on Monday, July 5), due 12:07.
6:00 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 Coube 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. 323

Chesnut street, foot of Market street, also at Cam-Chesnut street, foot 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 8:00 P. M. Returning, leaves Glassboro at

duced rates, between Philadelphia and all sta-

FOR Cape May, Millville, Vineland, etc., etc., 9.20 A. M. For Bridgeton, Salem, and way stations, 12.00 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT JULY 1, 1889.

Through trains leave Vine Street Ferry as fol-Local trains leave Vine street:-

Returning, leave good for the day and train to 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.

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.

YORK, AND WAY PLACES.
FROM WALNUT STREET WHAFF.
At 6:30 A. M., via Camden and Amboy Accom, \$2:25
At 8 A. M., via Cam, and Jersey City Ex. Mail 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. atd 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 11:30 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 Flah House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry

(upper side). PROM KRNSINGTON DEPOT. At II A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and II A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M.

or Bristol.
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:3) and 5 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 8 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cernwell's, Torresdale, Holmesburg, Tacony, Wissin ming, 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, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 83:25.
At 11:30 P. M., Emigrant Line, Fare, 82.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 9-30 A. M., 4, 6-45, and 12 P. M. for Bristel, 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.

PROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Wilkesparre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton,
Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line
connects direct with the train leaving Easton for
Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

termediate stations.
CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2'15, 3'30, 5, and 6'30 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithvil'e, Ewansville,

Vincentown, Birmingham, and Pemberton, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

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

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and 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. 901 Chesnut street, or No. 116 Market street, will receive attention.

 will receive attention.
 TRAINS LEAVE DEPOT, VIZ.:—

 Mail Train
 8:00 A. M.

 Paoli Accommodatin, 10:30 A.M., 1:10 and 7:00 P. M.
 11:50 A. M.

 Fast Line
 11:50 A. M.

 Erie Express
 11:50 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 4:00 P. M.

 Parkesburg Train
 5:30 P. M.

 Cincinnati Express
 8:00 P. M.

 Erie Mail and Pittsburg Express
 10:30 P. M.

 Philadelphia Express, 12 night.
 10:30 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 Philadelphia Express leaves daily. All other rains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tlekets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincipanti Express

Philadelphis Express
Paol Accommodat'n, 8 20 A. M., 3-40 and 6 20 P. M.
Frie Mail
Parkesburg Train
Parkesburg P. M.
Parkesburg Accommodation
Paol P. M.
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 101 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

SAMUEL 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.

FDWARO H. WILLIAMS,
429 General Squerintendent, Alteona Pa General Superintendent, Altcona, Pa.

WEST CHESTER AND PHILADELPHIA
MENT,—On and after MONDAY, April 12, 1809,
Trains will leave as follows:— Leave Philadelphia from New Depot, THIRTY-FIRST 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

P. M.
Leave West Chester from Depot, on East Mar. ket street, at 6:25 A. M., 7:25 A. M., 7:40 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 intermeriate points at 12:30 P. M. and 5:45 P. M. Leave B. O. Junction for Philadelphia at 5:30 A. M. and 1:45 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.

train leaving Philadelphia at 435 P. M., and will change cars at B. C. Junction.

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

Leave Philadelphia for West Chester at 8 00 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7.45 A. Leave B. C. Junction for Philadelphia at 6:00 WILLIAM 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 Sièeping Cars on all Night Trains.
On and after MONDAY, April 26, 1809, the trains
on the Philadelphia and Eric Railroad will run as
Collows:—Westward.

WESTWARD MAIL TRAIN leaves Philadelphia
Williamsport
arrives at Erie 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 6:80 P. M. 6:80 P. M.

MAIL TRAIL.

Williamsport 12 20 A. M.

arrives at Philadelphia 9 25 A. M.

ERIE EXPRESS leaves Erie 6.25 P. M.

Williamsport 7.50 A. M.

Arrives at Philadelphia 4.10 P. M.

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

Baggage checked through.

ALFRED L. TYLER.

General Superintendent.

RAILROAD LINES.

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

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

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

At 8-15 A. M. for Reading, Lebanon, Harrisburg,

Pettsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pitton, York, Carlisle, Chambersburg, Hagerstown, etc.
The 730 A. M. train connects at READING with East Pennsylvania Railrond trains for Allentown, etc., and the S:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-

burg, Pinegrove, etc. AFTERNOON EXPRESS.

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

y, and Schuylkill and Susquehanna trains for forthumberland, Williamsport, York, Chambers-

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6*25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8*30 A. M. Returning, leaves Philadelphia at 4*30 P. M.; arrives in Pottstown at 6*30 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5*40 A. M. and Reading at 7*30 A. M., stopping at all way stations; arrives in Philadelphia at 10*15 A. M.
Returning, leaves Philadelphia at 5*15 P. M. ar.
Returning, leaves Philadelphia at 5*15 P. M. ar. Returning, leaves Philadelphia at 5-15 P. M.: arives in Reading at 8 P. M., and at Pottsville at 940

Trains for Philadelphia leave Harrisburg at 8-10 A. Trains for Philadelphia leave Harrisburg at 8:10 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 2:45 P. M., arriving at Philadelphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 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 at Reading with accommodation train for Philadel

hia and all way stations.
All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains rom Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN KAILIKOAD.

PERKIOMEN KAILIKOAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage Skippack at 6-15 and 8-15 A. M. and 1-90 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, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on Returning Express train leaves Harrisourg 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 \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHROAD.

Trains leave Potsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 215 and 415 P. M.

and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 855 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 8:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

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

Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates.

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Phinadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

each, for families and firms.

SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN Residing on the line of the road will be furnished ith cards entitling themselves and wives to tickets

at half fare. EXCURSION TICKETS

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

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

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4 25 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.

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, Harleton, 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 Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

and Hazleton.
At 5:00 P M. for Bethlehem, Easton, Allentown, At 5.00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 6.45 and 10.45 A. M., and 11.30 P. M.
For Abington at 1.15, 3.15, 5.20, and 8 P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:00 A.M., 2:10, 4:46, and 8:26 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 Hethlesem at 9:30 A. M
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. 320 CHESNUT Street, forwards Parcels, 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. R. OOLEMAN, Superpleadest.

AUDITION SALES. BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 232 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. FIRST SALE OF FRENCH GOODS FOR FALL

OF 1809.
On Monday Next,
Ang. 33, will be sold, a desirable line of millinery goods,
silks, etc., on four months' credit.
Including a large and attractive offering of millinery
goods, the balance of a well-known importing house, com

rising.

E all line of plain cord-edge ribbons, all widths.

Full line of black and colored sash ribbons.

Full line of black and colored sash ribbons.

Full line of black all boiled Taffets ribbons.

Full line of colored and black atta ribbons.

Full line of plaid and fancy ribbons.

It prices sik velvet, in black and colors, of the best manufacture.

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

shades. CREPES, BLONDES, MALINES, ETO.

CREPES, BLONDES, MALINES, ETO.
Full line English Black Orepes.
Full line plusher nets, black and colored.
Full line oblored and black blondes, fresh goods.
Full line black and white maline illusions, etc.
The above offering is worthy of particular attention of
first-class trade.
20 pieces of black mohairs.
100 pieces eatin striped poplins.
A line of Paris delaines.
100 pieces dress silks.
100 pieces dress silks.
100 dozen shirt fronts.
1830 25

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, Aug 24, at 10 o'clock, on four months' credit. 18 18 56 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 5t

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Merning,
August 27, at 11 o'clock, on four months' credit, 200 pieces ingrain, Venetian, list, hemp, cottage, and rage carpetings, oil cloths, etc. [821 5t]

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 Fronch
China, Cut Glassware, Fine Hair Mattresses, Handsome
Brussels, Imperial, and Venetian Carpets; Kitchen Furniture, Etc.

On Thursday Morning, 26th inst., at 10 o'clock, at No. 437 George street, between Poplar street and Girard avenue, below 64th street, by catalogue, the entire household furniture, etc. [8 19 6t

Sale No. 1403 N. Sixteenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Fine French Chira Dinner Service, Spring and Hair
Mattresses, Handsome English Brussels Carpets, Fine
Venetian Carpets, Kitchen Utensils, Etc.
On Friday Morning.

27th inst., at 10 o'clock, by catalogue, at No. 1403 N. Sixteenth street, above Master street, the handsome walaut
furniture, etc.
May be seen early on the morning of sale.

[8 19 7t]

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

SALE AT FRANKLIN MILLS.

S. W. corner of Twenty-fourth and Spruce streets, VALUABLE COTTON MACHINERY, SHAFFING, PULLEYS, BELTING, STEAM AND GAS PIPE, ETC. ETC. On Tuesday Morning.

August 24, at the Franklin Mills, S.W. corner of Twentyourth and Spruce streets, will be sold, at public sale,
altable cotton machinery, consisting of Danforth
t Ring spinning frames, hand-mules, drawing-frames,
diafting, rullers, belting, bebbins, speeders, etc.

Also, steam and gas-pipe throughout the mill.
Terms cash: ten per cent. to be paid at the time of sale,
and machinery to be removed in four days from time of
ale.

Catalogues ready at the auction store. C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC On Monday Morning,
August 23, at 10 o'clock, including a large line of citymade goods. nade goods. N. B. Sale every Monday and Thursday.

BSCOTT'S ART GALLERY, No. 1020 CHESNUT M. THOMAS & SONS, NOS. 139 AND 141

I IPPINCOTT, SON & CO., AUCTIONEERS,

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

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

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

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

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.
Bollers Goscoparters Transc Leve Peats at

Bollers, 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, Fliters, Pumping Engines, etc. Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draingines, etc.

CIRARD TUBE WORKS.

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

TWENTY-THIRD and FILBERT Streets. OFFICE, No. 43 North FIFTH Street.

STOVES, RANGES, ETO. NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and east iron. It is very simple in its construction, and is perfectly air-tight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The 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 that will produce a perfectly healthy atmosphere.

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

CHARLES WILLIAMS,

Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-Boa Stoves, Low Down Grates, Ventilators, etc., aiways naud.

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

5 10

N. B. Jobbing of all kinds promptly done.

WOODLANDS CEMETERY COMPANY, W The following Managers and Officers have been elected for the year less—
william H. Moore,
Samuel S. Moon,
Gillies Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both Lot-bolders and Viaitors to present tickets at the entrance of admission to the Cemetery. Tickets may be had at the Office of the Company. No. SE AROH Street, or of any the Managers.

C O R N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets,
Philadelphia. Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Figur, Salt, Super-Phosphate of Lime, Bone,
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
2328 Also, WOOL SA KS.

PHILADELPHIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawberry; Lawtor Blackberry Plants; Hartford, Concord, and other Graph Vines. For sale by S. & C. E. FLETCHER, Delanco, N. A.