## Great Guns Four Centuries Old.

A writer in Cassell's Magazine says:-"Many big guns have been made during the last few years, but none of them surpass in size those which have guarded the straits of the Dardanelles for the past four centuries. Of enormous weight and calibre, capable of throwing stone cannon-balls of eleven and twelve hundred pounds, these guns have remained for ages disregarded and almost unknown. Their existence, it is true, has been notified to us by travellers who, ever and anon, voyaged from the Levant to the Black Sea, passing in close proximity to the rowning muzzles ranged in regular lines on either shore of the Dardanelles, but the accounts of them appeared so fabulous and extravagant as scarcely to warrant belief. Indeed, so unlike were these engines of war to those employed by western nations, and so much did they surpass in size our own castings, that their existence was generally believed in with about as much credulity as that of the griffins who watched over the enchanted eastles in the "Arabian Nights." And when it is remembered that these weapons were cast within one hundred and fifty years of the knowledge and application of gunpowder to warlike purposes being first diffused in Europe, there is certainly sufficient reason why grave doubts should have been entertained on the subject of their reality, more especially as, up to the present time, no cannon have been manufactured in this country capable of throwing projectiles of even half the weight of that of the granite ball used in charging the largest of these giant guns.

"In the year 1868, there were at the Castle of Asia, on the Dardanelles, twenty-one guns of this description, eleven of them being on the European shore and the remainder on the Asiatic side. Of these, one has recently been presented by the Sultan to her Majesty, and although by no means one of the largest of the series, it is still of the most gigantic proportions. The weapon consists of two portions, almost equal in length, which screw one into the other, and weigh together eighteen tons; its length is seventeen feet, and the shot employed has a diameter of twenty inches, and weighs six hundred and seventy pounds. The exterior is ornamented with some handsome scrolls, and bears inscriptions relative to the manufacture and employment of the gun; and from these we learn that it was east in the year 1464, that the charge of powder to be employed was one hundred and fifty pounds, and that the elevation of firing was three degrees.

"This grand specimen of ancient warfare has recently been forwarded to Woolwich, where it forms part of the collection preserved in the Museum of Artillery, and it is to the researches of the curator, General Lefroy, that we are indebted for a reliable history of it and its more important Dardanelles brethren, from whom it has just been separated. Formerly, the number of cannon at the Castle of Asia was much greater than at present; for M. Thevenot tells us that, when he passed up the Dardanelles in 1655, there were twenty guns on the European side alone, many of which were so large that a man might easily creep into them.

"In the early part of the eighteenth century, Bishop Pococke narrowly examined the weapons, and the information he gives is very interesting. He testifies to the presence of forty-two pieces of ordnance in all-viz., twenty-two on the north side, and twenty on the south, all placed upon the seashore without any carriages. Stone cannon-balls were used for loading them, and they were always kept charged, so as to be ready to sink any ship which might attempt to pass before being properly searched. The guns always fire ball when returning salutes made to the castle, says the bishop; and as this mode of proceeding does much damage to the opposite coast, the lands across the water pay no rent.

### A Speaking Machine.

A correspondent of the London Spectator, writing about the Bavarian exhibition, gives the following description of a curious speaking machine:-The spirit in my feet had led me to the Odeon-there to see and hear the most extraordinary thing imaginable—a speaking machine, the invention of a Viennese, Faber by name, now dead. His nephew and niece work and explain this triumph of mechanical science. I found twenty or thirty people sitting before a large doll, in ringlets and a blue satin gown, its hands crossed in its lap, leaning against a species of tent bedstead, to which is appended what seems a bit of the interior of a piano-forte. A lean, intelligent-looking girl, in a low dress and short sleeves, touches the keys of the piano-forte projection, and the doll's painted mouth opens and shuts, while a loud monotonous voice repeats hundreds of words and sentences, in different languages, at the dictation of the showman. Of course, one naturally thinks that some one is hidden in the tent bedstead till the guide pulls down the drapery, detaches the blue satin gown, leaves nothing but the hideous head hanging on the framework in front of a large pair of bellows (which perform the duty of the lungs), and finally, takes away the mask itself (after which the poor machine loses, with its nasal organs, the power of speaking French), leaving only something that, when shut, reminds one of the mouth of a tortoise magnified, when open presents an exact imitation in black gutta percha of the chief organs of speech. The movement of the tongue is extraordinary to see, the pronunciation, though tiresomely monotonous, is very perfect, with the exception of a preparatory hiss in the letter s, and a lingering gurr in the r. I wonder whether any one will have the courage to make another, perhaps a singing as well as speaking machine, or whether the machine and the idea will drop away together into oblivion and

# MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAU FOR PHILADELPHIA-THIS DAY. PHILADELPHIA BOARD OF TRADE.

COMMITTEE OF THE MONTH.

JOEN O. JAMES,

C. B. DURBOROW, THOMAS L. GILLESPIE,

MOVEMENTS OF OCEAN STEAMSHIPS. FOR AMERICA.

Liverpool New York via Bos. Aug.
Liverpool New York Aug.
Liverpool New York Aug.
Glasgow New York. Aug.
Liverpool New York Aug.
Liverpool New York Aug.
Liverpool New York Aug.
Liverpool New York Aug.
London New York Aug.
Londo of Paris Maita City of Paris Atalanta

CLEARED YESTERDAY.

Steamer Bristol, Wallace, New York, W. P. Olyde & Co.
Steamer F. Franklin, Pleirson, Baitimore, A. Groves, Jr.
S. t., barque Raphael, Maller, Stettin, P. Wright & Sons.
Brig Ortolan, Leeman, Leghorn, Warren & Gregg.
Brig Cascatelle, Carlisle, Boston, Bords, Keller & Nutting,
Schv S. P. Adams, Tabbut, Boeton, Warren & teregg.
Schr Nauflus, Ham, Rockland, Blakiston, Grasff & Co.
Schr R. J. Mercer, King, Newburyperi,
Schr R. J. Mercer, King, Newburyperi,
Schr R. J. Hedges, Franklin, East Greenwich,
co.
Schr R. J. Hedges, Franklin, East Greenwich,
do.
Schr R. J. Hedges, Franklin, East Greenwich,
do.
Schr Benj, Strong, Brown, Providence,
do.
Schr Benj, Haywood, Neinau, Piermont,
Tug, Hudson, Nicholson, Baltimore, with a tow of barges,
W. P. Clyde & Co.

Luc Chesapeake, Merribew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY. Steamship Roman, Boggs, 46 hours from Boston, with moise, and passengers to H. Winson & Oo. Passengers—use Mentgomery, Miss McLean, Miss Cass, Mr. J. N. (inch and wife, Mr. J. A. Sturtevant, Mr. E. A. Riley, Mr. J. H. Warrington, Mr. U. F. Evans, Mr. J. Ryan, Mr. O. W. Gay, Mr. Williams. Off the Overfalls, passed ships Tascarora and Record, from Liverpool: also, a ship and a barque, unknown: off Brandywine, one barque, deeply isden; off Delaware City, a barqueatine, probably the Untole, from Bordeaux.

isigne, unknown; off Brandywine, one barqua, desply inden; off Delaware City, a barqueatine, probably the Guttone, from Bordeaux.

Steamship Brunette, Freeman, 24 hours from New York, with indice to John F. Ohl.

Steamer James S. Green, Pace, from Richmond and Norlolk, with passengers and indice to W. P. Clyde & Co.

Steamer Valcan, Morrison, 24 hours from New York, with mose, to W. M. Baird & Co.

Steamer E. C. Biddle, McCue, 24 hours from New York, with indice, to W. P. Clyde & Co.

Brig Guiding Star, Frenthy, from Boston.

Schr Vandella, Campbell, I day from Leipzic, Del., with grain to Jos. E. Palmer.

Schr W. S. Mason, Lacey, I day from Milton, Del., with grain to Jos. L. Bewley & Co.

Schr Zonave, Short, I day from Magnolia, Del., with grain to Jos. b. Bewley & Co.

Schr F. Nickerson, Kelly, from Boston, with mose.

Schr C. R. Vickers, Beton, from Dighton.

Tug Thomas Jefferson, Alen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

AT QUARANTINE.

AT QUARANTINE. Brig Almon Rowell, from Guantanamo. Reported by Wm. Baker, pilot.

pecial Despatch to The Evening Telegraph,
HAVIE-DE-GRACE, August 24.—The following boats loft

HAVIR-DEASHACE, Adjust 22.—The following boats left bere in tow this morning:

Susie, with lumber, for Camden.
Major Monagan, with lumber to Norcress & Succts.
Charlie and Carrie, with flint, to Bayder, Adamson & Co.
Francis W. Leran, with lumber to B. B. Taylor & Son.
C. R. McConkey, with lumber to Parker, Trucks & Co.
Col. Donaldson, with lumber, for Canden.
Col. H. O. Bolinger, with lumber to Henry Croskey,
Cumberland, with slate.

Correspondence of The Evening Telegraph.
EASTON & MOMAHON'S BULLETIN. NEW YORK OFFICE, August 23.—Eight barges leave in low to-night for Baltimore, light. BALTIMORE BRANCH OFFICE, August 23.—The following Baltimole Branch Office, August 23.—The following barges leave in tow to-night, eastward:—
John Van Buren: J. J. Wolcott; M. H. Clark; Sam Allen; S. A. Clark; Jas. Scribnor; C. Tercens; M. O'Hourke; A. V. Joshyn; L. B. Fortier; and Senator Wade, all with coal, for New York.

L. S. C.

Correspondence of the Philadelphia Exchange, Lewes, Del., August 22 Ships Othello, for San Francisco; Martha, for Antwerp; and brig John Weish, for Sagua, all from Philadelphia, went to sea to-day. One barque, a barquentine, and a brig, names unknown bave passed in. LABAN L. LYONS.

hip Evelina Von Shruder, Preu'z, for Philadelphia, ntered tor loading at Liverpool 6th inst. Ship Sirran Star, Raymond, for Philadelphia, sailed from from 8th inst. Ship Stram Star, Raymond, for Philadelphia, sailed from Troon 8th inst.

Ship Daphne, from Philadelphia for Elsinour, was off Beachy Head 5th inst.
Ship Charles H. Southard, Ross, from Liverpool for Philadelphia, was spoken 17th inst. lat. 40 17, long. 65.

Ship —, from Liverpool for Philadelphia, was spoken 19th inst., off Nantucket, by a New York pilot boat. Barque Abble Thomas, Raymond, for Philadelphia, sailed from Troon 9th inst.

Barque Isaac Rich, from Peru for Philadelphia, has been spoken near the equator, no date.

Barque Hunter, York, hence, at Portland 20th inst.

Bargue Good 19th inst., off Barnegat, and refused a pilot.

Brig Torrent, Gould, bence, at Salem 20th inst.

Schr F ate Walker, Warren, for Philadelphia, sailed from Pawtucket 20ta inst.

Schr F ate Walker, Warren, for Pinladelphia, sailed from Pawtucket Mitainst.
Schra F. Smito, Barrstt, and Morning Star, Lynch, bence, at Pawtucket Mitainst.
Schra B. G. Floyd, Weeden, and J. Burley, Saunders, for Philadelphia, sailed from Wickford 20th inst.
Schr Ripple, Martin, from Boston for Philadelphia, at New York 22d inst.
Schr Charter Oak, Pool, from Providence for Philadelphia, at New York 22d inst.
Schra T. Benedica, Rackett, from Newport for Philadelphia; Henry Harteau, Jones, from Portland for ds.; Judge Runyon, Lewis: John D. Buckalew, Gobin: Haze, Monson, from New Haven for do.; and Ida A. Jayne, Jayne, from Bridgeport for do. at New York 22d inst.
Schr H. W. Colley, hence for Danversport, at Holmes' Hole 22d inst.
Sehr John Slusmon, Weaver, hence at Portsmouth, 20th inst.

oth inst.

Schr John Crockford, Davis, for Philadelphia, sailed rom Fall River 20th inst.

Schr John Urockford, Davis, for Philadelphia, sailed rom Fall River 20th inst.

Schr John Walker, Davis, hence, at Wavren 21st inst.

Schr John Walker, Davis, hence, at Providence Schr.J. Cramer, for Philadelphia, sailed from New Lon-

Schr.J. Gramer, for Philadelphia, salied from New Londen 20th inst.

Schr.L. B. Ives, hence, at Norwich 20th inst.

Schr. A. A. Andrews, Kelley, and A. Tirrell, Atwood, hence for Boston: Hazleton, Gardner, do. for Taunton: J. P. Cake, Endicatt, do. for Dighton: A. E. Elliot, Nixon, do. for Plymouth, and W. F. Burden, Joines, do. for Providence, at New York 22d inst.

Schrs Henry Harteau, Jenes, from Portland, Ct. and Ida A. Jayne, Jeyne, from Bridgeport, both for Philadelphia, passed Hell Gate 22d inst.

NOTICE TO MARINERS. The Harding's Ledge Boll Boat, removed from her sta-ion for repairs on the 14th inst., has been replaced.

Notice is given that the Apple River Lighthouse, situate on Betty's Point, north side of the entrance to the eastward of Cape Chignecto, N. S., was totally destroyed by fire on Monday, the 9th day of Augustinst. No light will therefore be exhibited at this point until further notice.

Despatches have been received by Earl Granville, and also by the Board of Trade, from the Governor of Bermuda, to the effect that in future the "Commercial Code of Signals for the Use of all Nations" will be the only code used at the signal stations on that ceast for communicating with ships at sea.—London Shipping Gazette, Angust 4.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

#### Ladies' and Gents' Watches, AMERICAN AND IMPORTED,

Of the most celebrated makers.

in 14 and 18 karat. DIAMOND an other Jewelry of the latest designs

Engagement and Wedding Rings, in 18-karat and Sold Silver-Ware for Bridal Presents, Table Cut lery, Plated Ware, etc.

ESTABLISHED 1828. WATCHES, JEWELRY, CLOCKS, SILVERWARE, and

FANCY GOODS. G. W. RUSSELL, NO. 22 N. SIXTH STREET, PHILADELPHIA

WILLIAM B. WARNE & CO. Wholesale Dealers in
WATCHES AND JEWELRY

E. corner SEVENTH and CHESNUT Str.
321 Second floor, and late of No. 35 S. THIRD St.

PATENTS.

# PATENT OFFICES.

N. W. Corner FOURTH and WALNUT.

PHILADELPHIA.

FRES LESS THAN ANY OTHER RELIABLE

AGENCY. Send for pamphlet on Patents.

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

NOW IS THE TIME TO CLEANSE YOUR HOUSE.

WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER Is unequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other.

4 23 6m.

No. 1166 FRANKFORD Boad. RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABL 2.—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 Wil nington
or Crefeld and intermediate stations.

Connecting with Delaware Railroad at Wil nington 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 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.

Night Express at 1120 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 1200 M. train.

WILMINGTON TRAINS.

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

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15. 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. stooning at Mark.

Leaves Baltimore at 725 P. M., stooping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elvion, 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 Sandays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sandays ex-

130 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 9-25 A. M., and 2-30 P. M. Leave Chadd's Ford for Philadelphia at 6-15 A. M. A Sunday Train will leave Philadelphia at \$50 A. M. As you have the state of the st

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also 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-

TIME TABLE.
FOR GERMANTOWN,
Leave Philadelphia at 6, 7, 8, 995, 10, 11, 12 A. M.,
1, 2, 3½, 3½, 4, 4 25, 5 95, 5½, 6, 6½, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½
P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9-4 P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at #: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 NORRISTOWN. Eore CONSIONOCKEN AND NORRISTOWN.
Leave Philade phila 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 7½ A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ Leave Norristown at 7 A. M., 1, 536, and 9 P. M.

FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 36, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11:25 P. M.
Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11:26
A. M., 2, 8%, 5, 6%, 8:20, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayank

The 5 P. M. train from Finadelphia 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 ROAD. COMMENCING THURSDAY, JULY 1, 1989. Leave Philadelphia, foot of Market street, as fol-

lows:—
9-00 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 RETURNING, TRAINS LEAVE CAPE MAY,

RETURNING, TRAINS LEAVE CAPE MAY,
6:30 A. M., Morning Mail, due 10:06 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.
TIUKETS.

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 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, Barnsbore, and Glassbore Leaves Philadelphia daily at 5:00 P. M. Raturning Layers Glassbornia. daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reluced rates, between Philadelphia and all sta-PREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12.00 Freight received at first covered wharf below Valuut street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM, J. SEWELL, Sup't W. J. R. R.

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

Through trains leave Vine Street Ferry as fol-| System | S 

Local trains leave Vine street:-Returning, leave Haddonfield. 245 P. M.
Hammonton SUNDAY MAIL TBAIN

SUNDAY MAIL TBAIN

Leaves Vine street. 806 A. M.
Leaves Atlantic

Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$3. 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.

5 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.

At 8 A. M., via Camden and Amboy Accom. \$2.26
At 8 A. M., via Cam. and Jersey City Ex. Mail 8 00
At 2 P. M., via Camden and Amboy Express.. 3 00
At 6 P. M., for Amboy and intermediate stations.
At 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. 120 M. 2 2 2 2 2 2 2 2 2 2 2

At 8 and 10 A. M., 12 M., 2, 3 30 and 4 30 P. M., for Trenton.
At 6 30, 8, and 10 A. M., 12 M., 2, 3 30, 4 30, 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 Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (upper side).

PROM KENSINGTON DEFOT.

At 11 A. M., via Kensington and Jersey City,

New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. At 7:80 and 11 A. M., 2:30 and 5 P. M. for Morris-At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. At 7:30 and 10:16 A. M., and 2:30, 4, 5, and 6 P. M. for Schenek's and Eddington.

At 7:30 and 10:16 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming. Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,

Vis Connecting Railway.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York
Express Lines, via Jersey City. Fare, \$3:25.
At 11:30 P. M., Emigrant Line. Fare, \$2.
At 0:30 A. M., 1:20, 4, 6:46, and 12 P. M. for Trenton

ton.
At 9:50 A. M., 4, 6:45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tuliytown,
Schenck's, Eddington, Cornwell's, Torresdule,
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 RENSINGTON DEPOT.

At 7:30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, 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 Il A. M. and 5 P. M. for Lambertville and in-

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2:16, 3:30, 5, and 6:30 P. M. for
Merchantville, Moorestown, Hartford, Masinville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Lewistown,
Wrightstown, Ceekstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

town, Cream Ridge, Inno,
Hightstown.
WILLIAM H. GATZMER, Agent. DENNSYLVANIA OFNTRAL 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 Market street cars, the last car connecting with each train leaving Front and Market streets thirty ninutes before its departure. The Chesnut and Walnut streets cars run within one square of the

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 r and deliver baggage at the depot. Orders left No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-| Mail Train | Stoo A. M. | Paoli Accommodation | 10 30 A. M. | 10 and 7 00 P. M. | Fast Line | 11 50 A. M. | Eric Express | 11 50 A. M. | Eric Express | 12 50 A. M. | Harrisburg Accommodation | 2 30 P. M. | Laneaster Accommodation | 4 00 P. M. | Parkesburg Train | 5 30 P. M. | Cincinnati Express | 8 00 P. | Cincinnati Express | 8 00 P. | Cinci 

Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philaderphia at 12 day night passengers will be passengers illadelphia Express leaves daily. All other trains daily, except Sunday.

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

TEAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express . 3:10 A. M.
Philadelphia Express . 6:50 A. M.
Paoid ecommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.
Prie Mail . 9:35 A. M.
Fast Line . 9:35 A. M.
Parkesburg Train . 9:10 A. M.
Lancaster Train . 12:30 P. M. 116 Market street.

Parkesburg Train 910 A. M.
Laneaster Train 1270 P. M.
Erie Express 420 P. M.
Day Express 640 P. M.
Southern Express 640 P. M.
Harrisburg Accommodation 940 P. M.
For further information, apply to
JOHN F. VAN LEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania kaiiroad Company will not

Ticket Agent at the Depot.

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

EDWARO H. WILLIAMS.

4 29 General Superintendent, Altoona, Pa. WIST 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 CHESNUT Streets, 7 25 A. M., 9 30 A.
M., 2 30 P. M., 4 15 P. M., 4 55 P. M., 7 15 and 11 30

P. M.
Leave West Chester from Depot, on East Marketstreet, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10
A. M., 1.55 P. M., 4.50 P. M., and 6.45 P. M.
Leave Philadelphia for B. C. Junction and Intermetiate points at 12.30 P. M. and 5.45 P. M. Leave B. C. Junction for Philadelphia at 5.30 A. M. and

B. C. 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 Hiddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media, Glen Hiddle, 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 Chester 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. N.
Leave Philadelphia for B. C. Junction at 7:15
P. M. P. M.
Leave West Chester for Philadelphia at 7.45 A.
M. and 4.46 P. M.
Leave B. C. Junction for Philadelphia at 6.60
WILLIAM C. WHEELER,
A. M.
General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
BIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMS.—
PORT, AND THE GREAT OIL REGION OF
PENN'SYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains
on the Philadelphia and Erie Railroad will run as
follows:—
Wastward.
MAIL TRAIN leaves Philadelphia
Wastward.
Reflection of the property of

ERIE EXPRESS leaves Philadelphia 11:50 A. M.

Williamsport 5:50 P. M.

arrives at Erie . 16:00 A. M.

" arrives at Erie . 16:00 A. M.

Williamsport 5:00 P. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

" Williamsport 6:20 P. M. arrives at Lockhaven 7:45 P. M.

BRIE EXPRESS leaves Erie . 6-25 P. M.
Williamsport 7-59 A. M.

Arrives at Philadelphia 4-10 P. M.

Mail and Express Connect with Oil Creek and
Allegheny Biver Railroad.
Baggage checked through.

ALFRED L. TYLER,
General Superintondent.

General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, 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.

At S-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sundbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, P. Ston, York, Carisle, Chambersburg, agerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for

Williamsport, Lock Haven, Elmira, etc.; at HAR-BISBURG with Northern Central, Cumberland Val-ey, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-surg, Pinegrove, etc. AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6\*25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8\*40 A. M. Returning, leaves Philadelphia at 4\*30 P. M.; arrives in Pottstown at 6\*40 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5\*40 A. M. and Reading at 7\*30 A. M., stopping at all way stations; arrives in Philadelphia at 10\*15 A. M.
Leaves Pottsville at 5\*40 A. M. and Reading at 7\*30 A. M., stopping leaves Philadelphia at 5\*45 P. M., are

delphia at 10°15 A. M., Returning, leaves Philadelphia at 5°15 P. M.; ar-rives in Reading at 8 P. M., and at Pottsville at 2°40 Trains for Philadelphia leave Harrisburg at 840 A.

Trains for Philadelphia leave Harrisburg at \$40 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 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-

phia 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 8 A. M.; returning from Reading at 425 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 from Philadelphia. Returning from Downingtown at 6 10 A. M., 1 00 and 5 45 P. M.

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 1:00 P. M. Stage

Skippack at 645 and 846 A. M. and 150 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 155 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg Chicago. Pittsburg, Chicago, Williamsport, Elmira, Baitt-more, 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 be-ween Jersey City and Pittsburg without change.

through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at \$19 A. M. and 205 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 8:55 A. M. and 3:20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg Pinegrove and Tremont, returning from Harrisourg at 7-45 A. M. and 3-40 P. M., and from Tremont at 6-45 A. M. and 5-65 P. M. TICKETS.

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 Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

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

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 with cards entitling themselves and wives to tickets

at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

be had only at 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

on the road and its tranches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS
Leave Philadelphia daily at 4 35 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.
Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirtcenth and Callowhill streets. and Callowhill streets.

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

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:

At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Easton,
Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5 '96 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.
Fith and Sixth Streets, Second and Third
Streets, and Union City 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 7:06 P. M. From Lanedale at 7:30 A. M. m 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.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.

For Abington at 7 P. M.

Doylestown for Philadelphia at 6:30 A. M.

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. 106 S. FIFTH Street.

ELLIS CLARK, Agent.

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

E. COLEMAN.

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Executor's peremptory sale at Pier No. 11, Port Richmond, Pinladelphia,
CANAL BOAT, CATHARINE LOGAN.
On Wednesday Afternoon,
August 25, at at 3 o'clock, without reserve, at Pier No.
11, Port Richmond, one-half interest in the canal boat known as the Catharine Logan.
823 24

Sale at the Auction Rooms, Nos. 129 and 141 South

Sale at the Auction Rosms, Nos. 129 and 141 South SUPERIOR HOUSEHOLD FURNITURE, GRAND PIANO, FRENOH PLATE MIRRORS, VELVET AND BRUSSELS CARPETS, ETC, ETC.

On Thursday Morning,
Aug. 20, at 8 o'clock, at the auction rooms, by catalogue, a large assortment of superior household furniture, comprising parlor, library, dining room, and chamber furniture, rosewood grand plane, French plate microra, wardrobes, bookcases, sideboards, extension, centre, and bouquet tables, fine hair mattresses, feather bad, bolsters, and pillows, chima and glassware, office desks and tables, iron chest, refrigerators, chandeliers, platform scales, 12 single-barrel guns, stoves, velvet, Brussels and other carpets, etc. etc. pers. etc. etc.

Also, by order of Administrator, Estate of W. J. Gallagher, deceased, the entire household furniture, mirrors, paintings, etc., removed to the store for convenience of 824.26

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 25, at 10 o'clock, on four months' credit. [8 29 56

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC.
On Friday Morning,
August 27, at 11 o'clock, on four mouths' credit, 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, etc. [8.21 5t]

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, Aug. 30, at 10 o'clock, on four months' credit. 8245t MARTIN BROTHERS, AUCTIONEERS,-

No. 529 CHESNUT Street, rear entrance from Minor. HANDSOME WALNUT PARLOR FURNITURE, ELEGANT WALNUT CHAMBER SUI'S, "HANDSOME WALNUT CHAMBER SUI'S," HANDSOME WALNUT CHAMBER SUI'S, "HANDSOME WALNUT CABINET ORGAN, LARGE FRENCH PLATE MANTEL AND PIER MIRRORS, LARGE AND SUPERIOR FIRE-PROOF SAFES, FINE BRUNSELS AND OTHER CARPETS, FINE PLATED WARE, ETC.

On Wednesday Morning,
25th inst., at 10-0'clock, at the auction rooms, by catalogue, very excellent household furniture.

8 22 24

Sale No. 437 George street.

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

On Theory 4.2.2.

niture, Etc.
On Thorsday Morning.
26th inst., at 16 o'clock, at No. 437 Georgestreet, between
Poplar street and Girard avenue, below Firth street, by
catalogue, the entire household furniture, etc. [8 19 6t]

Sale No. 1403 N. Sixteenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Fine French China Dinner Service, Spring and Hair
Mattresses, Handsome English Brussels Carpets, Fine
Venetian Uarpets, Kitchen Utonsils, Etc.
On Friday Morning,
27th inst., at 10 o'clock, by catalogue, at No. 1403 N. Sixteenth street, above Master street, the handsome waluut,
furniture, etc. formittee, etc.

May be seen early on the morning of sale. [8 19 76

THOMAS BIRCH & SON, AUCTIONEERS
OHESNUT Street, rear entrance No. 1107 Sausom street, Sale at No. 2020 Poplar street.

HOUSEHOLD FURNITURE, BEDS, BEDDING, ETC.
On Wednesday Morning,
August 25, at 10 o'clock, at No. 2029 Poplar street, will be
sold, the Furniture of a family removing from the city,
comprising—Brussels, Venetian and ingrain carpets; walnut parlor furniture, feather heds, blankets, chamber farniture, dining-room and kitchen furniture; 2 large bookcases, etc.

cases, etc.

The furniture can be examined after 8 o'clock on the morning of sale.

8 23 2t C. D. McCLEES & CO., AUCTIONEERS,

SALE OF Lee CASES BOOTS, SHOES, BROGANS, ETC., ETC. On Thursday Morning.

August 26, at 10 o'clock, including a large line of city-made goods. N. B.—Sale every Monday and Thursday.

LIPPINCOTT. SON & CO., AUCTIONEERS, LARGE POSITIVE SALE OF FOREIGN AND DO-MESTIC DRY GOODS, NOTIONS, HOOP SKIRTS, UORSETS, ETC. On Westnesday Morning.\*

August 25, commencing at 10 o'clock [8 23 24]

Boutts art Gallery, No. 1026 ORESNUT

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND

BOILER WORKS.—NEAFIR & LEVY,
PRACTICAL AND THEORETICAL

ENGINEERS, MACHINISTS. BOILERMAKERS, BLACKSMITHS, 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 sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick Jespatch. Every description of patternmaking made at 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. Sorew Cutting, and all states are stated as a state of the state of th

JACOB C. NRAFIR, JOHN P. LEVY, BRACH and PALMER Streets SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA. MEHRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and tailrong 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 Aspining Mechines. Patent Centrifugal Sugar Draining Machines. CIRARD TUBE WORKS.

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

OFFICE, No. 42 North FIFTH Street. STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED would call the attention of the public to his NEW GOLDEN RACILE FURNACE,
This is an entirely new beater. It is so constructed as to at once commend itself to general favor, oring a combination of wrought and cast from. It is very simple in its construction, and is perfectly air tight, self-eleaning, 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 hygometric 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 would well to call and examine the Golden Hogie.

CHARLES WILLIAMS,
Nos. HE and HM ARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-Box Stoves, Low Down Grates, Ventilators, etc., always nand. N. B.—Jobbing of all kinds promptly done. 510

MICHAEL MEAGHER & CO., No. 223 South SIXTEENTH Street,

PROVISIONS, OYSTERS, AND SAND CLAMS, TERRAPINS SIS PER DOZEN. FOR FAMILY USE

O K N E X C H A N G E

BAG MANUFACTORY,
JOHN T. BAILEY

N. E. corner of MARKET and WATER Streets,
Filladelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone,
Deat, Etc.
Large and small GUNNY BAGS constantly on hand,
220 Also, WOOL SA ES.

GROCERIES AND PROVISIONS. Wholesale and Retail Dealers in