## THE MORMON FERMENTATION.

Joseph F. Smith Proves His Uncle and Father Linrs-The Old Mormons Polygamists-The Soul of Emma Smith Recking with Blood-The Schisms in the Mormon Church.

The Corinne (Utah) Reporter has further eccounts of the difficulty in the Mormon camp. A meeting was held in Salt Lake City on Aug. 8. We give a portion of the account of the meeting:-

"Brother Coray then gave way for the regular speaker, Joseph F. Smith. He is my favorite among the preachers; but I never remember seeing him so excited and nervous as he was on this occasion, and well he might e, for the case was one to try the son of Hyrum Smith, the nephew of Joseph, and e cousin of young David. He had a heavy task to perform. Be it remembered that the date of this pretended revelation in favor of polygamy is as early as July 12, 1843, but that was never published until September, 1852; that in February, 1814, Joseph and Hyrum Smith published a card in the Times and Seasons, at Nauvoo, denying that they ever received any such revelation; that in April, 1844, Hyrum mith made an address to the elders starting

on a mission, in which he emphatically denied the doctrine and forbade their preaching it: that about the same time he wrote a letter to the mission in Lapeer county, Michigan, again denying that such was a doctrine of the Church, and that all these things were pubished in the Church paper, and are not denied by the Brighamites; and it will be plain that if the latter prove polygamy did then exist, they only prove Joseph and Hyrum to be most inveterate liars. "These denials have been made much of by

the sons of Joseph, and in view of these facts in presence of a large and excited audience, Joseph F, stood up to prove his own father a list! And I must add that he succeeded in doing it. He began by announcing that many would run after the young Smiths simply because they were the sons of Joseph, who would treat with contempt any other person who preached the same doctrine. In view of this fact, it has been determined to hold a series of meetings in this and other wards, to answer the statement of David Hyrum, and before they were through the Brighamites purposed to present testimony to convince any honorable man who heard it and damn any one who rejected it.

"He stated that he had in his possession, and would present the affidavits of twelve women, now living, that they were the spiritual wives of Joseph Smith, and so continued to the time of his death; that he had the evidence of hundreds of men who had been taught the doctrine of Joseph and Hyrum, and that he knew to a certainty that his father Hyrum Smith had two other women while his mother was still alive. This seemed proof enough, but Joseph F., was powerfully wrought up, as well as the audience, and he went on at some length in an interesting account of affairs at Nauvoo. 'I cannot, he said, help the position this places my father and Joseph in as to their denials. I only know these facts. But everybody knows the people were then not prepared for these things, and it was necessary to be cautious. They were in the midst of their enemies, and in a State where this doctrine would have sent them to the penitentiary. The brethren were not free as they are here: the devil was raging about Nauvoo, and there were the traitors on every hand; yes, right in their councils, the right-hand man of the prophet, one Marks, was a traitor of the blackest dye. And when Joseph and Hyrum left evon while the mob was after them, and crossed into Iowa, intending to come to the Rocky Mountains and pick out a refuge for the people, as hundreds of persons now in this city knew their intention was, that man Marks and Emma Smith joined in writing them a letter, in which they called them cowards, unfaithful shepherds, who had left the sheep in danger and fled. And when Joseph read that letter his great heart was overcome, and he said:—"If that is all my best friends care for my life, then I don't care for it;" and he and Hyrum came back and gave themselves up, and were taken to Carthage and murdered. And the blame rests upon that woman, their mother, Emma Smith. This is hard, but I want these men to know that if they came here to raise their party we will give them facts, and some of these facts will cut; and if they don't want them told let them go away and keep their mouths shut. And I say in plain fact, that the blood of Joseph and Hyrum is upon the souls of Marks and Emma Smith, and there it will remain until

burned out by the fires of hell!" "By this time the excitement of the audience was intense, and the suppressed breathing of the audience showed how deeply they were wrought upon by this recital. He continued his recital of facts in a very effective manner, and succeeded in making the occasion one of great interest to me from its historical value. No people talk so earnestly of 'one true Church' as the Mormons, and no people are so divided in so short a time. The original Mormon Church has, from time to time, split into twentyfour sects, of which about half a dozen When they left Nauvoo, about 20,000 followed 'the Twelve,' and afterwards united under Brigham; Sidney Rigdon led a large party of the most wealthy to Amity, Pennsylvania, where he still resides, while his church has vanished; Strang took a still larger body to Wisconsin; White led a colony to Texas: the Cutlerites went somewhere else, while those who went with Sam Brannan to San Francisco mostly apostatized or went crazy, the only alternative left.

"The interest awakened by this late movement here is wonderful: the mass of the Mormons are fully impressed with the idea that they are on the eve of a great change; and many of them begin to have visions and dreams presaging something grandly mysterious, though they hardly know as yet what It has been a settled point in the Mormon creed for years that there must be a great split in the Church before the final gathering, and the impression is general here that this is the 'big split.'

"After all the rubbish is cleared away, the road will be open for the faithful to go back to Jackson county, Mo., where all the Saints will gather, with the property of the Gentiles who have been destroyed; the surviving Gentiles will be servants and their wives concubines to the faithful, while the latter will be bully boys and their goose will hang high in New Jerusalem. And can the human mind be made to believe such stuff! If you doubt it, come and talk with a few of these lopeared Welsh and Danes, who are already rejoicing in anticipation of the day when such as we shall black their boots, and our most refined ladies shall be subjected to their lascivious passions. This is Mormonism as a religion, when stripped of a few flowers of poesy thrown over it by Parley B. Pratt and

Boys as Savages. From the London Saturday Review

Of all human beings the boy and the red man are the only two to whom cruelty per se is a pleasure. With some others the infliction of pain may be to some extent an element in the pleasure derived from a sport, but with the boy and the red man it is a sport in itself. All experienced travellers are agreed as regards the one, and as to the other, to quote the words of Mr. Leeky in his "History of Morals," "few persons who have watched the habits of boys would question that to take pleasure in giving at least some degree of pain is sufficiently common." Nevertheless, in the one case as in the other, society has always indulged in a deceptive sentimentalism. We hear people talk of the fine, free, generous nature of boys, just as we hear them talk of noble red man of the forest, the noble savage, the gentleman of nature, etc., when they really mean a greasy, whooping, screeching, tomahawking savage. In the second place, the boy and the red man are the only two varieties of the human animal that evince an implacable enmity to civilization, and upon whose natures it fails to exercise any influence for good. The difference in this respect is imerely one of opportunity and circumstance. The Indian has comparatively few chances of declaring his sentiments. The utmost he can do is to massacre a family of settlers now and then, or, just at present, tear up a piece of Pacific Railway, and scalp a few station-masters and stokers. The boy, on the other hand, has a much wider range of opportunities, but he is unable to make use of them in the same complete and satisfactory manner. Society is rather too strong for him, and the expression of his feelings, though varied in kind. is limited in degree. In studying any animal we must of course

take that variety which on the whole appears to be most typical and least affected by disturbing influences. It would be idle to expect sound deductions as to the nature of the ox from an examination of a stall-fed short-horn, or of the dog from an inquiry into the habits of a puppet-show "Toby." So for purposes of boy-study we must not select a specimen cowed, subdued, stiffened, and made unnaturally gentleman-like under the system of a Dr. Blimber, but rather go to some breed less widely removed from the natural animal, such as, for instance, that which a penny-a-liner, with his usual flowery infelicity, insists upon calling the "street Arab"—the most monstrous, perhaps, even of his misnomers, for if there is being in every respect the opposite of the grave, decorous, reverential Arab, it is the boy of the streets. No one who has observed him with any degree of attention can doubt that warfare against society is what he lives member of society, say a policeman, would fare just as badly in his hands as a stray Salt Lake emigrant in those of a war party of Arrapahoes. The policeman, to be sure, is an extreme case; for, besides the natural hatred due to him as an adult and a member of society, he is odious to the street-boy from the nature of his duties. He is hated not only as a man, but as a policeman, for it is always his unfortunate fuction to stand between the boy and his dearest pleasures. Whenever there is a fire, or a fight, or an uyset, or a run-over, or any other opportunity for the contemplation of suffering or loss to the sons of men, just as the boy is at the very height of his enjoyment the policeman is sure to appear, drive him back, and interpose a form aggravatingly bulky and opaque between him and the sight which was affording him unmixed gratification. This conduct is especially irritating at a fire, for it may be observed that boys always take a peculiar interest in a fire. They have somehow got into a way of regarding it as something specially got up for their entertainment, and, indeed of all ordinary disasters there is none so well calculated to afford them thorough satisfaction. There is, at the very least, the destruction of property to be witnessed, which is always delightful. If it should luckily happen to be in a dwelling-house, there is the additional pleasure derived from the terror and confusion of the inmates, and the chance of the sublime treat of seeing them carried out more or less scorched, and wrapped up in blankets, not to speak of the possibility of some one being entirely roasted. From this paradise of delights at the policeman's bidding the boy has to "stand back," and sometimes so far that he can only hear

the distant sob of the laboring engine; and at the supreme moment, when the roof falls in, he is left to his own imagination to estimate the amount of damage done, and the probabilities of life lost. Consequently there are few spectacles so soothing to the boy-mind as that of a policeman in difficulty, and for this reason boys may be always observed to muster strong in the neighborhood of police-stations for the sake of seeing the force involved in taking charge of troublesome cases of intoxication. An elderly lady on her way to the station, while suffering under that form of inebriety which makes the patient lie down and kick every dozen yards, and between halts bite and scratch the officer, is a sight particularly refreshing to "the boy, presenting, as it does, two beings with whom he is at feud under humiliating and uncomfortable circumstances. For if the boy hates the policeman he hates lovely woman too; and it must be confessed that in this case also he has some reason for the antipathy, because unquestionably lovely woman hates him. The affection of mother and son apart—which is purely a matter of instinct, a merely animal attachment-no woman ever yet was fond of boys. There is a natural antagonism between them. Women are conservative by temperament; boys are naturally revolutionary. Women are lovers of order: disorder in all its forms is what boys love. All the feelings that are strongest in women, reverence, pity, tenderness, sympathy with suffering, are in boys conspicuous by their absence. Naturally, therefore, there is no love lost on either side Lovely woman in distress excites in the boy's mind emotions the very opposite of those with which the late Mr. T Cooke used to boast himself inspired; and she on her part is at no pains to conceal the fact that she considers him an imp, an aggravating toad, and a young monkey. She loses no opportunity of impressing upon him that he is an inferior being, and possibly the natural misanthropy of boys is occasionally intensified by the depressing theories as to their own physical constitution imbibed while still under female domination. From woman's

Snips and snaits and puppy-dogs' tails— That's what little boys are made of; while, with a perhaps perdonable partiality to her own sex, she declares that Sugar and spice and all that's nice That's what little girls are made of.

lips they learn that

PHILADELPHIA RASPBERRY, JUCUN PHILADELPHIA RASPBERRI, 6 COOK DA, Agriculturist, and other Strawberry: Lawton Blackberry Plants: Hartford, Concord, and other Graps Vines. For sale by S. & C. E. FLETCHER, Delanco, N. J. RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE. Trains will leave Depot corner Broad street and Washing-

will leave Depot corner Broad street and Washington avenue as follows:

Way Mail Train at 8:39 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisheid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Magnolia.
Passengers for Fortress Monroe and Norfolk will

ake the 12-00 M, train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and

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

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-

modation Trains Sundays excepted.
From Baltimore to Philadelphia—Leave Baltimore 7-25 A. M., Way Mall; 9-35 A. M., Express; 2-35 P. M., Express; 2-36 P. M., Express; 2-37 P. M., Express, SUNDAY TRAIN FROM BALTIMORE; SUNDAY TRAIN FROM BALLIANDERS, Leaves Baltimore at 725 P. M., stoeping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-tyville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 435 P. M. Leave Philadelphia for Chadd's Ford at 700 P. M. The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 150 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays 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 8:00 A.
M. for West Grove and intermediate stations. Returning, will leave West Grove at 4:30 P. M.

Trains leaving Whysician 4:30 P. M.

Trains leaving Wilmington at 630 A. M. and 445 P. M. will connect at Lamokin Junction with 749 A. M. and 430 P. M. Trains for Baltimore Central Rail-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 resi-dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent,

PIPILADELPHIA, GERMANTOWN, AND NORRISTOWN RAHLROAD,
TIME TABLE.
FOR GERMANTOWN,
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M.,
1, 2, 3 5, 5 5, 4, 4 235, 5 26, 5 3, 6, 6 3, 7, 8, 9, 10, 11, 12
P. M. P. M.

Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12

A. 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 6% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, 4%, 7, and 10%

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

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, \$4, 54, 7, 9, and 11 P. M.
Leave Chesnut Hill at 740, 8, 949, 1149 A. M., \$30, 340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 945 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and 9-25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philade phia at 6, 74, 9, and 1155 A. M., 146. Leave Philade phia at 6, 7½, 9, and 11 55 A. M., 1½, 4½, 5, 5½, 6½, 8, 805, 10 05, and 11½ P. M. Leave Norristown at 5 40, 6½, 7, 7½, 9, and 11 A. J., 13¢, 3, 4½¢, 6½, 8, and 9½ P. M. The 7¾ A. M. train from Norristown will not stop t Mogee's, Potts' Landing, Domino, or Schur's

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., %, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11½ . M., 2, 3½, 5, 6½, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only

t School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 256, 4, and 756 P. M. Leave Manayunk at 756 A. M., 156 d., and 956 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1889. 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 8), due 6-25 P. M.
Sunday Mail Train leaves at 7-15 A. M., due 10-45. Cape May Freight leaves Camden daily at 9 20

RETURNING, TRAINS LEAVE CAPE MAY, 6:30 A. M., Morning Mail, due 10:05 A. M., 9:00 A. M., Fast Express (commencing on Mon-day, July 5), due 12:07. 5:00 P. M., Passenger, due 8:22 P. M.

Sunday Mail Train leaves Cape May at 5-10 P. M. Cape May Freight Train leaves daily at 6-40 A. M. TICKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Care May.

Chesnut street, toot of market street, also at Cam-den and Cape May.

For Miliville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8-60 A. M., mail, and 3-30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6-60 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

FREIGHT TRAINS LEAVE CAMDEN
For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below

Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R. CHORTEST ROUTE TO THE SEA SHORE.

CANDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 134
HOURS.
TARES EFFECT JULY 1, 1889. Through trains leave Vine Street Ferry as fol-

11	lows:-
1	Special Excursion
	Mail. 8:00 A. M. Freight (with passenger car). 9:45 A. M.
	Express, through in 1% hours. 3-15 P. M.
	Atlantic Accommedation. 416 P. M.
	LHAVE ATLANTIC CITY.
	Atlantic Accommodation 6 96 A. M.
	Express, through in 1% hours 724 A. M.
	Freight (with passenger car) 11:50 A. M.
	Mail
)	Special Excursion 5-18 P. M.
V.	ALM CALLE DADIESS Truin (through an 132 house)
T.	Will leave vine Streat Farry every Saturder at 9.00
ı	P. M.; returning, leave Atlantic City on Monday at
r	9 40 A Al.
,	Local trains leave Vine street:-
9	ALCO ACCOMMODITION 10:15 A M
ı,	Finddenheld do. E
N	Hammonton do. 5-45 A. M.
5:	Returning, leave
ě.	Atco12:15 noon.
	Find donneld
	Hammonton. SUNDAY MAIL TRAIN 5.40 A. M.
	SUNDAY MAIL TRAIN
	Leaves Vine street
v	Leaves Atlantic. 4-17 P. M. Fare to Atlantic City, \$2. Round trip tickets,
٦	good for the Atlantic City, \$2. Round trip tickets,
	good for the day and train on which they are is- sued, \$3.
	Oakman's Local Express, No. 30 S. Fourth street,
	will call for baggage in any part of the city and
	suburbs, and check to hotel or cottage at Atlantic
	Oity.

Additional ticket offices have been located in the

D. H. MUNDY, Agent.

reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

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

PEON WALNUT BTREET WEARP.

At 6:30 A. M., via Camden and Ambry Account 42.08.

FROM WALNUT STREET WHARF.

At 6:30 A, M., via Camden and Ambey Accom. \$2:25
At 8 A. M., via Camden and Jersey City Ex. Mail 3:00
At 2 P. M., via Camden and Ambey Express... 3:00
At 6 P. M., for Ambey and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and
points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for
Trepton.

At 6 and 10 A. M., 12 M., 2, 3 de, 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 At 6 30 and 10 A. M., 12 M., 3 30, 4 30, 6, 7, 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 RENSINGTON DEFOT.

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

New York Express Line. Faro, \$3. At 7:30 and 11 A. M., 2:30, 3:80, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol. or At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-ville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. At 7:30 and 10:15 A. M., and 2:30, 5, and 6 F. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissing 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 Jorsey City. Faro, \$3:25,

At 11:30 P. M., Emigrant Line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAHROAD LINES.

FROM KENSINGTOR DEFOT.

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 Seranton, 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 RALL-

PEMBERTON AND HIGHTSTOWN RAIL-ROADS,
FROM MARKET STRUST PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-16, 3-30, 6, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Femberton.
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, Ceokstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown, and

Hightstown. WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILKOAD.

SUMMER TIME.

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

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

Agents of the Union Transfer Company with 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.

will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train 8:00 A. M.
Paoli Accommodatin, 10:30 A. M., 1:10 and 7:00 F. M.
Fast Line 11:50 A. M.
Eric Express 11:50 A. M.
Harrisburg Accommodation 2:30 F. M.
Lancaster Accommodation 4:00 F. M.
Parkesburg Train 5:30 F. M.
Cincinnati Express 8:00 P. M.
Eric Mail and Pittsburg Express 10:30 P. M.
Philadelphia Express 12:nigh t.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamspo, tonly. On Sunday night passongers will leave Ph. Underphia at 12 o'clock.

k hiladelphia Express leaves dail, . All other

trains daily, except Sunday.

The Westers Accommodation Train , uns daily, except Sunday. For this train tickets, must be procured and baggage delivered, by a P. 1., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express . 8:70 . M.
Fhiladelphis Express . 6:50 A .M.
Paoi Accommodat'n, 8:20 A. M., 3:40 and 6:20 P.

N.
Paoi Accommodat'n, 8:20 A. M., 3:40 and 6:20 P.

N.
Paoi Accommodat'n, 8:20 A. M., 3:40 and 6:20 P.

Fact Accommodatin, 8 20 A. At., 3 45 and Frie Mail
Fact Line
Parkesburg Train
Lancaster Train
Eric Express
Day Express
Southern Express
Harrisburg Accommodation . 9.35 A. h 9 35 A. BA. 9 10 A. M. 12 80 P. M. 9 40 P. M

John F. Vanleer, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,

The Pennsylvania hailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Bollars 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 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA
RAILROAD. SUMMER ARRANGE.
MENT.—On and after MONDAY, April 12, 18:0,
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., 4:16 P. M., 4:36 P. M., 7:15 and 11:30
P. M.

P. M.
Leave West Chester from Depot, on East Market.street, at 6.25 A. M., 7.25 A. M., 7.47 A. M., 10.10
A. M., 1.55 P. M., 4.50 P. M., and 6.45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12.30 P. M. and 5.45 P. M. Leave
B. C. Junction for Philadelphia at 5.30 A. M. and

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. 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 Chesput and Wainut streets cars. Those of the Market street line run within one square. The ears of both lines connect with each train upon its arrival. Train leaving West Chester at 7:40 A. M. will

ON SUNDAYS.

Leave Philadelphia for West Chester at 8 00 A. Leave Philadelphia for B. C. Junction at 7:15 P. M.
Leave West Chester for Philadelphia at 7:45 A.
M. and 4:45 P. M.
Leave B. C. Junction for Philadelphia at 6:00
A. M.
WILLIAM C. WHEELER,
4105

PHILADELPHIA AND ERIE RAILROAD.—
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 25, 1859, the trains on the Philadelphia and Eric Railroad will run as westward.

8'15 A. M arrives at Erie . . 10:00 A. M.
EIMIRA MAIL leaves Philadelphia 8:00 A. M.
Williamsport 6:80 P. M. " arrives at Lockhaven 7:45 P. M.

BASTWARD. 11-15 A. M. MAIL TRAIN leaves Erie . 11-15 A. M.

Williamsport .12-20 A. M.

arrives at Philadelphia 9-25 A. M.

ERIE 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 River Railroad.

Baycave checked through.

Baggage checked through. ALFRED L. TYLER,

RAILROAD LINES. READING RAILROAD, GREAT TRUNK LINE OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING

NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 12, 1969. Leaving the Company's Depot at Thirteenth and allowhill streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION.

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

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pettsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo,
Wilkesbarre, Preston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READING with

East Permsylvanta 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-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading,
Potaville, Harrisburg, etc., connecting with Reading and Columbia Hallroad 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 6:30 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.

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 9-10 P. M. 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. Afterneon 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 Afterneon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

Murket 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-

nia and all way stations. All the above trains run dally, 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 BALLROAD.

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., 1-90 and 5-45 P. M. PERKIOMEN RAILROAD.

Passengers for Stinnack take 1-30 A. M., 4-30 and

PERKIOMEN RALIRO AD.

PERKIOMEN RALIRO AD.

Passengers for Skippack take 1°30 A. M., 4°30 and 5°15 P. M. trains for Philadelphia, returning from Skippack at 6°15 and 8°15 A. M. and 1°30 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PTFTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 1°35 A. M. and 5 and 5 P. M., passing Reading at 1°35 A. M. and 1°30 and 10°10 P. M., and connecting at Harrisiang with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc. Returning Express train leaves Harrisburg on

arrival of Penns, vania Express from Pittsburg at 350 and 550 Å. M. and 1050 P. M., passing Read-ing 51 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1230 and 5 P. M. Sleeping cars accompany these trains brough be ween Jersey City and Pittsbarg without

change.

A Mail train for New York leaves Harrisburg at \$10 A, M. and 2.05 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and
6:40 P. M., returning from Tamaqua at 8:35 A. M.,
and 2:15 and 4:15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 855 A. M. and 320 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:35 A. M. and 3:30 P. M., and from Tremont at

045 A. M. and 5 to 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, Rending and Potts own, Accommodation, Train,

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, Phinsiciphia, or of G. A. Nicolis, General Supermendent, Reading.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

od for 2000 miles, between all points, at \$52.50 for families and firms.

each, for families and firms.

SEASON TICKETS.

For Ph. "ee, six, nine, or twelve months, for holders only, to a T points, at reduced rates. CLERGYMEN

CLERGYMEN

Residing 6. 7 the line of the road will be furnished

the cards sha tiling themselves and wives to tickets at half fare.

Ex that o principal stati From Philadelp, and Monday, at reduced fares, to licket Office, at Thirteenth and

Saturday, Sunday, a be had only at the 'a Callowhill streets.

By EIGHT.

Goods of all description.

Goods of all description.

He forwarded to all the above new freight depot. Broad

points from the Company's new freight depot, Broad and Whilow streets. Close at the Philadelphia Pos. 1 Office for all places on the road and its branches at 1. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS. M. 12-45 Pages

Leave Philadelphia daily at 435 A. M., 1248 noon, 5 and 7-15 P. M., for Reading, Lebanon, Tarrisburg, Pottsville, Port Clinton, and all points be, onld.

BAGGAGE Dungan's Express will collect baggage for at 'trains leaving Philadelphia Depot. Orders can be 1. If at No. 225 S. Fourth street, or at the Depot, There and

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

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

At 9.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, cranton, and New Jersey Central and Morris and 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 5:00 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

For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 0:20 P. M. Fifth and Sixth Streets, Second and Third treets, 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 7:05 P. M. From Lansdale at 7:30 A. M. om 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 0-30 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
Sumer No. 105 S. FIFTH Street. Office, No. 105 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 Companies, to all the principal towns and citigs in the United States.

E. COLEMAN, Engarintendent.

AUD FION BALES. M. THOMAS & SONS, NOS. 139 AND 141.

Sale S. E. corner of Broad and Carpenter streets.

NEAT HOUSEHOLD FURNITURE, MIRRORS.
FEATHER BEDS, CARPETS, BAR FIXTURES,
WINES, ETO.

Worder Morning

WINES, ETC.

Monday Morning.

August 30, at 10 o'clock, at the S. E. corner of Broad and Carpenter streets, by catalogue, the next househeld furnisare, cottage chamber suits, mirrors, feather beds, mattresses, China and glassware, stuffed birds, bar fixures, wines, kitchen utensils, carpets, awning and fixures, etc.

8 27 th.

Assignees' Sale—Estate of Brombey Wharton Illius.

FIXTURES OF AN ALCOHOL DISTILLERY AND RECTIFYING ESTABLISHMENT.

On Saturday Morning.

September 4, at 11 o'clock, at No. 225 North Third street, will be sold at public sale, by order of Wm. Vogdes, Assignee in Bankruptey, the Fixtures of an old Alcohel Distillery and Rectifying Establishment, all in good order, consisting of 1 French column still of 450 gallons, with an the appurtenances, in working order, Sreceiving stands and copper fixtures, complete; 1 syrup kettle, 25 rectifying tubs, 2 cisteras.

OFFICE FURNITURE.

1 stove and scuttle, 3 old chairs, 1 old desk.

Also, leasehold of premises, which expires August 12, 1870. Rent, \$1000 Eper simum, considered worth \$2000.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 222 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.

Aug. 20, at 10 o'clock, on four months' credit.
Also, by order of
Messrs. H. HENNEQUIN & CO.,
1000 pieces Paris veil barege.
Full line Paris all wool delaines.
Full line Paris long and square, black, Thibst, and merino shawls.

ino shawls. 100 pueces millinery velvets. 300 cartons Paris bounet and velvet ribbons. 230 dozen Paris kid gloves.

LARGE SALE OF 2000 CASES BOOTS, SHOES, TRA-VELLING BAGS, ETC., On Tuesday Morning, Aug. 31, at 10 o'clock, on four months' credit, [8 25 56

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning. Sept. 2, at 10 o'clock, on four months' credit. (8 27 54 MARTIN BROTHERS, AUCTIONEERS, No. 529 CHESNUT Street, rear entrance from Minor.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1150 OHESNUT Street, rear autrance No. 1107 Sansom street. C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC On Monday Morning,
August 20, at 10 o'clock, including a large line of cityinde goods.
N. B. Sale every Monday and Thursday.
8 26 34

L IPPINCOTT, SON & CO., AUCTIONEERS,

BSCOTT'S ART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIE & LEVY,
BOILER WORKS.—NEAFIE & LEVY,
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER,
MAKERS, 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, Marines, River, and Stationary; having
sets of patterns of different sizes, are prepared to excents
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low-pressure Fine Tabular and Cylinder Botiers of the best Posnspivania Charceal Iron. Forgings of all sizes and kinds,
Iron and Briss 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, blocke, falls, etc. etc., for raising heavy
or light weights.

JACOB C. NEAFIE.

or light weights. JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

MERRICK & SONS SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WHIGHT'S PATENT VARIABLE

CUT-OFF STEAM ENGINE, Regulated by the Governor, MERRICK'S SAFETY HOISTING MACHINE,

Patented June, 1868, DAVID JOY'S PATENT VALVELESS STEAM HAMMER. D. M. WESTON'S

ATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE SELF-BALANCING HYDRO EXTRACTOR. For Cotton or Woollen Manufacturers. 7 10 mwi

J. VAUGHN MERBICK. WILLIAM H. MEBRICE. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

THILADEGUEIA.
MEIRICK & 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 fron or Brass. Iron Frame Roofs for Gas Works, Workshops, and tailroad 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, Oli Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billenx's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Drain

GIRARD TUBE WORKS.

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

No. 42 North FIFTH Street. CAR PENTERS AND BUILDERS. THOMAS & CO.,

DEALERS IN Doors, Sh. ids, Sash, Shutters WINDON FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH 34 d MARKET Streets, 6 26 Sm

GEORGE P. LOWMAN. CARPENTER AND BUILDER,

No. 134 DOCK STRET, PEL LAEEDLPHIA. WOODLANDS CEMETERY COMPANY.

W OODLANDS CEMETERY
The following Managers and Office of the year 1839:

William H. Moore, Sanuel S. Moon, Gillies Dallett, George L. Busby, B. A. Knight, George L. Busby, B. A. Knight, Secretary and Treasurer, JOSEPH B. TOWNS.
The Managers have passed a resolution requiring Lot-noiders and Visitors to present tiokets at the emit for admission to the Cemetery. Tickets may be had as Office of the Company, No. 815 AROH Street, or of see, the Managers.

STATE RIGHTS FOR SALE. - STATE TATE RIGHTS FOR SALES.—STATE

Rights of a valuable Invention just patented, and for
the SLICING, CUTTING, and CHIPTING of drad 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 THLEGRAPH
OFFICE, COOPEE'S POINT, N. J.

5 27tf
MUNDY & HOFFMAN.

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,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, BossDist, Flo.
Large and small GUNNY BAGS constantly on hand.
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Also, WOOL SA KS.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Odice hours, 5 to No. 33 S. ELEVENTH Street.