## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, AUGUST 31, 1869.

and Magnolia.

and Chester,

oad.

RAILROAD LINES

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

ton avenue as follows:--Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations, Connecting with Delaware Ballroad at Wilmington

for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-

Express Train at 400 P. M. (Sundays excepted),

for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown,

Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magne, Chise's, and Stemmer's Run. Night Express at 11-30 P. M. (daily), for Ballmore and washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Winnington, Newark, Eiston, North-Rast, Perryville, Havre-de-Grace, Perryman's, bud Magnolia.

Passengers for Fortress Monroe and Norfolk will

Stopping at all stations between ji'hiladelphia and

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6:30 and 8:10 A. M., 1:80, 4:15,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadolphia and Baltimore Central Railroad, Leave Philadelphia for Port Deposit (Sundays ex-septed) at 7.00 Å. M. and 435 P. M. Leave Phila-lephia for Chaid's Ford at 7.00 P. M.

delphia for Chadd's Ford at 700 P. M. The 700 A. M. train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sandays) at 130 P. M., running to Oxford. Leave Post Deposit for Philadelphia (Sandays ex-tensite of the AM over A March 1990).

epied) at 540 A. M., 945 A. M., and 240 P. M. eave Chadd's Ford for Philadelphia at 645 A. M. A Sunday Train will leave Philadelphia at 540 A.

Through tickets to all points West, South, and

Southwest may be procured at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be

accured during the day. Persons purchasing tickets at this office can have baggage checked at their resi-dence by the Union Transfer Company.

PHILADELFIIIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD, TIME TABLE, FOR GERMANTOWN,

Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 2, 35, 32, 4, 455, 505, 53, 6, 65, 7, 8, 9, 10, 11, 12 M.

P. M. Leave Germantown at 6, 7, 7%, 8, 8\*20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 5, 9, 10, 11 P. M. The 8\*20 down train and 8% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9\*15 A. M., 2, 4\*05, 7, and 10%

Leave Germantown at 8:15 A. M., I, 3, 6, and 937 P. M.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 9, and 11 P. M.

7, 9, and 11 P. M.
Leave Chesnut Hill at 7'10, 8, 9'40, 11'40 A. M., 1'40, 8'40, 5'40, 6'40, 8'40, and 19'40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9'15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7'50 A. M., 12'40, 5'40, and 9'25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philade phia at 6, 7'V. 9, and 11'95 A. M. 11'

Leave Philade phia at 6, 75, 9, and 11:05 A. M., 136, 3, 436, 6, 536, 656, 8:05, 10:05, and 11:36 P. M. Leave Norristown at 5:40, 636, 7, 734, 9, and 11 A. M., 126, 3, 445, 658, 8, and 956 P. M. The 734 A. M. train from Norristown will not stop at Mogeo's, Potts' Landing, Domino, or Schur's lane.

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

- CHESNUT HILL RAILROAD.

H. F. KENNEY, Superintendent.

ake the 19 00 M. train. WILMINGTON TRAINS.

### Incidentals.

-Mount Washington, one of the steep hills in the suburbs of Pittsburg, has long been a favorite locality with those who rejoice in pure air and beautiful views, but the steepness of the ascent has prevented many fami lies from building on the summit. A company has been formed, however, for the purpose of constructing a railroad to the top of the mountain. The vertical height of the hill is 330 feet, giving the plane a length of 670 feet, and an inclination of thirty-live degrees. The roadway consists of two tracks, five feet gauge, with two cars, one ascending while the other descends. These cars are fifteen feet long, and are built at an engle of thirty-five degrees, with each end describing a vertical line. A horizontal line cutting off the lower corner of the lower half of the car forms the floor of the first compartment. The floor of the second compartment reaches midway into the upper side of the first compartment. When the car stands at the lower waiting-room, the passenger steps upon the floor of the first compartment, entering at the side of the car. To enter the second compartment it is necessary to mount two steps. The passengers will be seated on seats running across the car, and facing each other. Each compartment will accommodate eight passengers. The front platform will be constructed in such a manner as to accommodate four passengers. or to carry large packages, such as a barrel of flour, etc. The cars will be raised with a strong rope, made of steel or wire. This rope will be passed over a large drum, which will be operated by two powerful engines. The safety arrangement is simply a second rope attached to each car, and which, passing around a horizontal sheave, follows idly all movements of the cars. In case the hoisting rope should part the safety rope will act in such a manner as to hold the car. The company propose to have the road in running order in ninety days.

-The San Francisco newspapers describe some wonderful phenomena observed in that city on the 17th of August. At about 7 o'clock a heavy fog drifted from the ocean over the peninsula, enveloping the city, and rendering it impossible to see objects at more than two blocks distant. A short time after, the western horizon was illuminated, and in the course of ten minutes the whole western portion of the heavens, extending to the zenith, was lit up magnificently. The heavy clouds of vapor were made to look like immense banks of snow slightly tinged with crimson. This peculiar appearance lasted about half an hour, and passed away as it commenced. On the next evening the display was decidedly of another character. The western portion of the sky was gorgeously illuminated with a brilliant red glare that can only be compared to an extensive conflagration on a very dark night. Several times during the display large dark clouds arose as from out of the ocean, and passing up through the illumination disappeared through the darkness above. The wonderful phenomenon lasted about half an hour, and was witnessed by thousands, who thronged the streets. It is accounted for as being a reflection of the sun's rays in the first instance, and a peculiar electrical condition of the atmosphere in the second.

-The Chinese laborers in San Francisco are quick to learn the ways of their neighbors, and about sixty of them employed on the San Rafael Railroad struck last week for a ten-hours day, they having heretofore labored eleven hours. One of the local jour-style-conceitedly, angrily, and noisily. They all 'sabeed too muchee fightee 'tween capital and labor,' and were bound to take They had no 'dudeens.' so they art in it. laid off under the trees and smoked opium; no whisky, so they drank tea. The overseers urged them to go to work, and they laughed at them; they scolded, and the Chinamen scowled. At last a herald was despatched to this city, and a Chinaman who works in Wells, Fargo & Co.'s office went up. After consultation, the men agreed to work eleven hours per day for one month longer, and after that the days will be reduced one hour." -Extraordinary scenes in a graveyard are reported from Belfast, Ireland. The Privy Council had ordered the closing of the Shank hill burying-ground, except where there could be seven feet of earth left above each coffin. For two days, until a late hour at night, a number of persons, to evade this order, took possession of the graveyard, and disinterred the remains from the overcrowded graves. Their object was to sink the graves so deep as to enable them to reinter the coffins, and still retain the right of sepulture in the par ticular spot. The scene was of the most dreadful character; coffins in all stages of decomposition were lying about, and even un-decayed shrouds. The Mayor ultimately, with a police force, appeared, and having convinced the people that they were acting illegally, the graves were covered up again. -A writer in the Revue des Deux Mondes tells the following anecdote:-"Four years ago a tanner of Dijon, who had affirmed that the French budget represented in bank notes the height of the steeple of St. Benigne, was cited before the Correctional Police on a charge of seditious language. In court, however, he maintained his assertion with vigor, and was acquitted. The judges, in fact, evinced some shrewdness on the occasion, and admitted impliedly that the accused was not in error. A thousand notes of 1000 francs piled up have exactly 10 centimetres (four inches) in height. Taking the budget in round numbers at 2,000,000,000, the notes in question superposed would attain a height of 200 metres. But, according to the Annuaire du Bureau des Longitudes, the spire of St. Benigne is only 921 metres high. An American steamboat has been put upon the Rhine, and astonishes the natives. For years the only steamers on that much-traveled river have been the little, narrow, slow boats, with sub-aquean cabins, which disgrace all of the German rivers. Foreign Literary, Art, and Scientific Items. -The Athenaum says:-Mr. Woolner's statue of Lord Palmerston has been suited with a better place than originally offered, and will be fairly seen. The statue, which is of bronze, and somewhat larger than life, stands upright, in the act of speaking, and in an attitude which shows the statesman's left hand on his hip; his right arm is a little withdrawn from the front, with the palm open; the figures are slightly divergent and bent, thus expressing something like depreciation of an opponent's idea in debate. The figure stands firmly, but lightly, on both feet, which are set apart; the lower limbs straightened, the torso erect, the chest expanded, and the shoulders held back; while the bead is a little raised, the face being somewhat advanced. This attitude, which takes so many words to describe. attitude, which takes so many words to describe, catches the eye of the observer, and gains ex-pressiveness by the unison of the limbs in one purpose. This thoroughness of action attracts attention, and compels the student to examine the work with unwonted interest. There is a certain undeniable look of unconsciousness of, if not indifference to, the presence of a spacetoor a spectation in the rest of a specta-tor. Its evident total absorption in the matter in hand makes us feel the presence of an exam-

ple of intense vitality in art, which has been rare indeed since the best time of the Greeks, whose figures never act at us. As in the "Bartolomeo Colcoul" of Verocehlo, the expression of an intense idea pervades every limb and feature of the figure, and is vital without violence, original without effort. The air of the statue is not stately; that of the original was not so; but it is marked by gravity, self-restraint, and energy. With nothing that suggests a contemplative character, here is the look of abundant resource, ease, readinces, and fixibility in modes of action in pursaing purposes which were firm enough below the surface. Palmerston looks rather a man of business than a far-sighted statesman. His face is "modern," and anything but "heroic;" herein lay much of the sculptor's difficulty. The modern costume is rigidly attended to in all essentials; the trousers are trousers of cloth, with truthful folds and texture: the limbs the garments cover are indicated rather than recaled, and no affectation of anatomical knowedge has marred the design. A short cloak of thin cloth and ample extent, with loose sleeves and wide openings at the wrists, hangs from the shoulders behind the figure, but so carefully disposed in a natural way that it does not look like We consider this by far the most

"drapery." We consider this by far the most artistic and vigorous public statue which has yet appeared in this country. —The London Athenarum says: —The cleaning of Henry the Seventh's tomb, in the chapel, at Westminster, which that monarch built to contain it, may be expected to produce an effect which, on account of its splendor, will captivate the eyes of many who do not regard the interior in question as a whole, and with a view to its soletan pictorial effect. A gorgeous and shining fragment of the chapel will probably be pre-sented, far surpassing, in the success of the operations in reviving an old work, that which as been unfortunate with regard to the monument of the Counters of Richmond in the adiacent aisle of the same chapel. We deprecate ery earnestly these attempts to revive parts of homogeneous whole, not only on their own ecount, as not necessary to their preservation, at because they result in producing incongrai ties which are destructive to the gravity and beautiful color which time has given. Above all, one does not know where these operations are to stop. The same reasoning which attempts justify these proceedings may be applied with equal fortune to an entire "restoration" of the Abbey. We were warned long ago that a desire was felt and expressed to proceed in the nanner which has now been the cause of our egrets; also that experiments on a small scale nd been made with regard to cleaning the gates d Henry the Seventh's Chapel: but we trusted s we can no longer trust, that nothing would be done to destroy the beautiful effect which until recently, charmed artistic eyes. We pro-test against the work which has been already lone, and hope that that which is well will be in future left alone. It needs but weak artistic feeling to see how much graver, apter, and more larmonlous is the aspect of such a tomb as that of Lodovick Stuart, Duke of Richmond, as yet untouched, on the south of King Henry's monunent, than that of the latter now cleaned memo rial.

-A little more than half a century has clapsed since Jane Austen died at Winchester, in her native county. This beautiful and ac complished woman was before the world as novelist only from 1811 to 1817, when she died at the comparatively early age of forty-two. But in those half-dozen years she became a leader in her peculiar class of fiction, beginning with "Sense and Sensibility." After her death her friends published her "Northanger Abbey" -a girlish effort which barely gave promise o omething better. A Life of this once celebrated hady will be one of the biographies of the season. It will be in the very acceptable form of a single volume, and have for author the novelist's nephew, the Rev. J Austen-Leigh, Vicar of Bray, near Maidenhead. He will, probably, add to the fame of a lady whose last words were, "I only want death."

The Thames tunnel has just been closed a a footway, and now a new tunnel has advan-far under the Thames, called the Thames 8 About sixty years ago the great engin WRV. Bichard Trevithick, was engaged upon what called the "Thames Archway," at Rotherhit He carried it successfully to within a hund feet of the opposite shore. This was from 1 to 1809. The present engineer has found Trevithick did-a continous bed of clay under the river. The present tunnel is, consequently, the third attempt. Dodd's tunnel was in the chalk down the river, and was stopped by springs entering though the fissures. -The intended destruction of Chesterfield House points to the removal of one more of the interesting buildings in London. The site is to be built upon. The present house was built by Isane Ware for Philip, fourth Earl of Chester-field, author of the "Letters," and occupied in The pillars of the library, which is one of 1749. the finest rooms in London, were brought from anons, the sent of the Duke of Chandos. Earl Philip died in this house in 1773. One portion of the interior will survive in Mr. E. M. Ward's -William Sinkespeare was not the only Shakespeare, at least of King Charles time. There was a "John Shackspeare," who was bit-maker to the King. After his death, a warrant was issued, in 1637, to pay his widow ("in regard of her present necessities") £161211s., "for wares by him" (John Shackspeare) "delivered for his Majesty's service in the stables." The warrant is calendared in Mr. Bruce's last volume of "Domestic Papers of the Reign of Charles the First. The first examination of women by Trinity College, Dublin, is announced to take place between March 25 and April 13, 1870. There are to be two classes, consisting of juniors between fifteen and eighteen, and seniors above eighteen. As in the Cambridge examinations, certificates will be granted, but no lists pub-lished. The subjects are to be English Lan-guage and Literature, French, Spanish, German, Italian, and Latin. -Mr. Henry T. Riley, in fulfilment of his -Mr. Henry T. Rifey, in Hamber of the commission to search for and report upon an-cient MSS, which are, as "Sir Giles Overreach" says, "still cloistered up," has, we are told, sent in Reports of the fruits of his visits to York, Cambridge, Coventry, Nottingham, and Bridge-water. Mr. Riley is now at Wells, whence he will proceed to Glastonbury, and subsequently o Axbridge, where a superb collection of old MSS, is said to exist. -The Burgh of Lochmaben, which during last entury took to pieces the greater part of the noble old castle of Robert Bruce for building purposes of its own, has repented thoroughly of its vandalism, and is now making strenuous efforts to obtain subscriptions for the purpose of raising a monument to Scotland's hero king. —The noble offer made to the Turkish Goyernment by Miss Burdett Coutts to repair the works for the supply of water to Jerusalem, at her own cost, has been declined. The Turkish Government, however, have promised to undertake this work.

#### RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RALLROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

YORK, AND WAY PLACES. FROM WALNUT STREET WHAPS. At 630 A. M., via Camden and Amboy Accom. \$225 At 8 A. M., via Camden and Jersey City Ex. Mail 3 00 At 2 P. M., via Camden and Amboy Express... 3 00 At 6 P. M., for Amboy and intermediate stations. At 6 So and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3 30 and 4 30 P. M., for Trenton.

Trenton. Trenton. At 0:30, 8, and 10 A. M., 12 M., 2, 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 0:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyrs, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. Has Leaves Market Streat Forces.

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. Fare, 83. 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. or Bristol.

"30 and 11 A. M., 2.30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-vilio and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.

At 5/30 and 10/15 A. M., and 2/30, 5, and 6 P. M. for Schenck's and Eddington. At 7/30 and 10/15 A. M., 2/30, 4, 5, and 6 P. M. for Cornwell's, Torreidale, Holmesburg, Tacony, Wis-sineming, Bridesburg, and Frankford, and at 8/30 F. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Use Connecting Radbarg and 700 P. M. The S10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily ; all other Accom-Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
 From Baltimore to Polladelphia—Leave Baltimore 725 A. M., Way Mull; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express; 725 P. M., Express; 725 P. M., Express; 725 P. M., Sundays Baltimore at 735 P. M., stopping at Magnoin, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elvion, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Via Connecting Railway, At 9:30 A. M., 120, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jorsey City, Fare, \$3:25, At 11:50 P. M., Emigrant Line, Fare, \$2, At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. for Tren-

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. 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, Torrosala, Helmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M. 8, and 12 P. M. Lines will run daily. All others, Sundays excepted. For Lines leaving Kensington Lepot, take the cars on Third or Flith streets, at Chesnut, 30 min-ntes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sun-days the Market Street cars will run to comment days the Market Street cars will run to connect with the 0.30 A. M., 8, and 12 P. M. lines. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7:30 A. M. for Ningara Falls, Buffalo, Dun-

At 730 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmirs, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, 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 In-termediate stations.

termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2'16, 3'30, 5, and 6'30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Verses and Market Street Str Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 300 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown. 110 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 7 P. M. SUNDAY, AUGUST 29, 1869. The trains of the Fennsylvania Central Railroad leave the Depot, at 'HIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-Let street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot. Sleeping-car Tickets can be had on application at the Ticket of office, N. W. corner Ninth and Ches-nut street, and at the Depot. Agents of the Union Transfer Company will call for any deliver have no at the depot. Orders left

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

MailT	rain	AINS							8:00	
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Parkes	burg 3	crain						1.1.1	5.20	P. 1

RAILROAD LINES.

# READING RAILROAD. GREAT TRUNK IANE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKHL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1969.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphis, at the following

hours :- MORNING ACCOMMODATION. At 7:29 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, Harriaburg, Pottsville, Pinegrove, Tamaqua, Sanbury, Wilhams-port, Elmira, Rechester, Niagara Faila, Builalo, Wilkesharre, P.\*\*ston, York, Carilale, Chambersburg, Hagerstown, etc. The 750 A. M. train connects at READING with

East Pennsylvania Railroad trains for Allentow etc., and the 815 A. M. train connects with th Lichanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haves, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberiand Val-ley, and Schuylkill and Susquehanna trains for Northumberiand, Williamsport, York, Chambers-burg, Pinegroup etc. burg, Pinegrove, etc.

burg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:39 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at Inter-mediate stations; arrives in Philadelphia at 8.40 A. mediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 840 A. arrives in Pottstown at 640 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Phila-delphia at 1045 A. M. Returning, leaves Philadelphia at 545 P. M.; ar-rives in Reading at S. P. M., and at Ports P. M.; ar-

tives in Reading at 8 P. M., and at Pottsville at 9:40

Trains for Philadelphia leave Harrisburg at 540 A. Trains for Philadelphia leave Harrisburg at 540 A. M., and Potisville at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Potisville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. 14 Harrisburg at 440 P. M. Connect-ing at Leading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passenger car attached, leaves bliadelphia at 1245, noon, for Pottsville and all way tations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations,

A Sounday Frank will feave Finiadiciphia at 550 Å. M. for West Grove and intermediate stations. Re-turning, will leave West Grove at 4:30 P. M. Trains leaving Wilmington at 6:30 Å. M. and 4:15 P. M. will connect at Launosin Junction with 7:03 Å. M. and 4:30 P. M. Trains for Baltimore Central Rall-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 at 8 A. M.; returning from Reading at Reading

425 P. M. CHESTER VALLEY RAILBOAD, and inter CHESTER VALLEY RATINGAR Passengers for Downingtown and intermediate points take the 7:50 A. M., 12:45, and 4:50 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

at 640 A. M., 100 and 545 P. M. PERKIOMEN RAULROAD. Passengers for Stippack take 740 A. M., 430 and 545 P. M. traigs for Philadelphia, retarning from Skippack at 645 and 545 A. M. and 100 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 105 A. M. and 130 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express framily on going of a arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M. passing Read-ing at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without churges.

change.
 A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 215 and 415 P. M.
 SCHUYLKIL AND SUSOUWLANNA BAULDOAD.

and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 845 A. M. and 520 P. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisourg at 7.45 A. M. and 3.40 P. M., and from Tremont at 645 A. M. and 5.55 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Caradas Canadas. Excursion Tickets from Philadelphia to Reading

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 144

Sale at the Auction Rooms, Nes. 129 and 141 South Fourth

Sale at the Auction Rooms, Nes. 129 and 141 South Fourier Fourth street. SUPERIOR HOUSE HOLD FURNITURE, CARPETS, MIRBORS, FIRE PROOF SAFE, ETC. On Thursday Morning. September 2, at 9 o'clock, at the Auction Rooms, by entalogue, an assortment of superior bounehold furniture, comprising parler, chamber, and dining room furniture : French plate mirrors, office furniture, book cases, ex-tension tables, china and glassware, refrigerators, stoves, ests hundred pounds white lead, carpets, matting, count-ers, etc. 8 31 2t

Bale No. 207 S. Tenth street.
 Bale No. 207 S. Tenth street.
 HANDSOME FURNTURE, PIER MIRROR, FINE HAIR MATTRESSES, HANDSOME VELVET AND BRUSSELIS CARPETS, ETC.
 On Friday Morning.
 Sept. 3, at 10 o'clock, at No. 277 S. Tenth street, by cata-boun, the entire Household Furniture, comprising wainut parlor furniture, covered with green rops, solnut and oak configuration.
 Sept. 3, at 10 o'clock, at No. 277 S. Tenth street, by cata-boun, the entire Household Furniture, coversity, wainut, mabegay, and cottage chamber furniture, own Franch plate pier mirror, lounges, centre tables, French chick. Io fine hair mattresses, francher bolsters and plays, seving machine and table. 9 gue-consuming stores, hand seven eviert and Erussels carpets, oil clock, kitchen utda-ale, choice preserves, etc.
 May be examined on the morning of sale at 8 o'chock.
 Assisnase' Sale. Enter of Brownber Winsten Hins

Asignees' Sale – Estate of Brombey Wharton Illius, FIXTURES OF AN ALCOHOL DISTILLERY AND RECTIFYING ESTABLISHMENT. On Saturday Moraing. September 4, at 11 o'clock, at No. 225 North Third street, will be sold at public sale, by order of Wm. Vogdes, As-signee in Bankruptcy, the Fixtures of an old Alcohed Dis-tillery and Kectifying Establishment, all in good order, consisting of 1 French column still of 430 gallons, with all the appurtements, in working order, 5 receiving stands and copper fixtures, complete: 1 syrup Kettle, 25 rectifying tubs, 2 cisterns.

and copper futures, complete FURNITURE. Index, 2 cisterns. I stove and scuttle, 3 old chairs, 1 old desk. Also, leaseheld of premises, which expires August 12, 1850. Rent, \$1000 per annuu, considered worth 8 25 96

BUNTING, DUREOROW & CO., AUCTION-BERS, Nos. 202 and 224 MARKET Street, corner of Bauk street. Successors to John B. Myers & Co.

LARGE SALE OF 2000 CASES BOOTS, SHOES, TRA-VELALING BAGS, KTC., On Transday Morning, Aug. 31, at 19 o'clock, on four months credit. [8 25 58

LARGE AND PERFEMPTORY SALE. BY ORDER OF MESSERS. J. H. AND W. CREIGHTON. On Thursday Morning. September 2, on four months' credit, being all fresh and sound goods, and the balance of the season's importation. — cases findian cieths, in every grade. — cases any as paddings. — cases on was paddings. — cases on the balance of the second second cases of all their various qualities of velvet. — cases of all their various qualities of velvet. — cases 4.4 Irish shifting linens.

cases 4.4 Irish shirting linens. 500 POUNDS PATENT THREAD. Caldwell's and Cebden's, sumranced 16 oz. to the pound. 1000 PIECES WHITE GOODS. Jaconets. Tape Checks.

Jaconets, Naimooks, Wies Mulla, Victoria Lawas, 1250 DOZEN L.C. HDKFS, 1860 DOZEN L.C. HDKF

[8 30 2t

34, 55, and misses' plain, hemmed, h. s., and printed.

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETU. ETU. On Friday Morning, September 3, at 11 o'clock, on four months' credit, about 200 perces ingrain, Venetian, list, hemp, cottago, and rag carpetings, oil cloths, rugs, etc. 828 54

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, Sept. 6, at 10 o'clock, on four months' credit, including a large special and attractive sala of 000 CALTONS BONNET RIBBONS. [831 5t Also, 150 pieces black and colored bonnet velvets

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. On Thursday Morning, September 2, at 20 o'clock, including a large line of city-

ade goods. N. H. Sale every Monday and Thursday. 8 30 34

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 529 Chesnul street. ELEGANT WALNUT PARLOR AND CHAMBER FURNITURE. ELECANT WALNUT EXTENSION TABLE, EUFTET SIDEOARDS, BOOKCASE, LARCE AND FINE OIL PAINTINGS, RY CELE BRATED ARTISTS HANDSOME FRENCH PLATE MIRRORS, SUPERIOR FIRE PLOOF SAFES, HANDSOME VELVET, BRUSSELS, AND INGRAUN CARPETS, ETC. On Wednesday Morning, Sept. 1, at 10 o'clock, at the auction rooms, No. 529 Ches-but street, elegant walput furniture, etc. Abso, set fine single bargess. (8:39 32

LIPPINCOTT, SON & CO., AUCTIONEERS

On Wednesday Morning, Same have 1 ARGE POSITIVE SALE OF 1000 LOTS FOREIGN AND DOMESTIC DRY GOODS, ETC. [830 2tm

#### RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.-SUMMER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HAERISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PORT. AND THE GREAT OIL REGION OF PENN'SYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 29, 1869, the trains on the Philadelphia and Erie Railroad will run as wastward. follows:- WHSTWARD, MAIL TRAIN leaves Philadelphia Williamsport , 8:15 A. M. 9:20 P M MAIL TRAIN leaves Philadelphia a prives at Erie ERIE EXPRESS leaves Philadelphia arrives at Erie Williamsport Boo P. M. 11:50 A. M. 10:00 A. M. 10:00 A. M. ELMIRA MAIL leaves Philadelphia Williamsport Boo P. M. 10:00 A. M. 10: BASTWARD, . . 11-15 A. M. M. M. M. M. Mail and Express Connect with Oil Creek and Allegheny Biver Rairoad. Baggage checked through. ALFRED L. TYLER, General Superintendent.

7084 Erie Mail and Pittsburg Express . 9'30 P. M. Philaceiphia Express, 12 night. Eric Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On Suny night passengers will leave Philadeiphia at 8

Philadelphia Express leaves dafly. Cincinnati

Express daily, except Saturday. All other trains daily, except Saturday. All other trains with westers Accommodation Train runs daily, except Sunday. For this train tickets must be procured as o backage delivered, by 5 P. M., at No. 110 Market street.

ile Market screet. TELAINS ARRIVE AT DEPOT, VEL.:-Cincinnati Express. Philadelphia Express. Evic Mail Past Line Parkesburg Train Lancaster Train Eric Express. Pacific Express. Pacif Barrisburg Accommodation For further information apply to JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent,

1.11.17	AL IN T CHART THEADT AROUNT
	No. 116 MARKET Street
	SAMUEL H. WALLACE.
	Ticket Agent at the Depot

The Pennsylvania Kaliroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS.

General Superintendent, Altcona, Pa. 4 129

WEST CHESTER AND PHILADELPHIA RAILROAD. - SUMMER ARRANGE-MENT.-On and after MONDAY, April 12, 1859,

Trains will leave as follows:-Leave Philadelphia from New Depot, THIRTY-FIRST and OHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 F. M., 4-16 F. M., 4-35 F. M., 7-15 and 11-30 P. M.

P. M.
Leave West Chester from Depot, on East Market.atreet, 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 Intermediate points at 12.50 P. M. and 5.45 P. M. Leave
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 Train Icaving West Chester at 7.40 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Fhiladeiphia at 4.35 P. M. will stop at Media, Gien Riddle, Lenni, and B. C. Junction. Parsengers 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 ear 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 H. C. Junction. The Depot in Philadelphia is reached directly by the Chestut 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 cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2.20 P. M. Leave Philadelphia for B. C. Junction at 7:15

 M. Leave West Cheater for Philadelphia at 7.45 A.
 M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 8.00
 M. WILLIAM C. WHEELER, 4.105 General Superintendent. A. M.

THOMSON'S LONDON KITCHENEB or EUROPEAN RANGE, for families, hotels, op public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphis Ranges, Hot. Air For Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cockins Stoves, etc., wholesale and retal. by the manufacturers, Strwfmem BHARPE & THOMSON, STrwfmem Retal. by the manufacturers.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent. Awning, Trunk of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duek. Also, Paper Manufacturers Drier Felts, from thirty to novanty-six maches wide i Paulins, Belting, Sall Twine, etc. JOHN W. EVERMAN. 255 No. 103 OHURCH Street (Oitz Stores)

PHILADELPHIA RASPBERRY, JUCUN DA. Agriculturist, and other Strawberry: Lawios Blackberry Plants: Hartford, Concord, and other Grap Vince. Vor sals by S. & O. E. FLETOHER. Dolanco, N. J.

100

1. 1. A. T.

10.0

at School lane, Manayunk, and Conshohocken. ON SUNDAYS, Leave Philadelphia at 9 A. M., 23%, 4, and 75% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 715, 9, and 11-05, A. M., 56, 3, 456, 5, 556, 656, 8:05, 10:05, and 1156, P. M. Leave Mannyank at 6:10, 7, 755, 8:10, 959, and 1156 Leave Mannyank at 640, 7, 75, 840, 99, 7, 30, A. M., 2, 35, 5, 64, 820, and 10 P. M. The 5 P. M. train from Pholodelphia will stop only at School lane and Manayuok. ON SUNDAVS.

UN SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING MONDAY, AUGUST 33, 1869. Leave Philadelphia, foot of Market street, as fol-

ows:--9'09 A. M., Cape May Express, due 12:25, 3'15 P. M., Cape May Passenger, due 7'15, Sunday Mail Train leaves at 7'15 A. M., due 10:45, Cape May Freight leaves Camden daily at 9:20 A. M.

A. M. RETURNING, TRAINS LEAVE CAPE MAY, 6:50 A. M., Morning Mail, due 10:06 A. M. 5:00 P. M., Passenger, due s: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. THOKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasuror, at Camden. 20 Oou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Oheenut street, foot of Market street, also at Cam-

Chesnut street, foot interact screet, and at Cana 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 accommedation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6'00 P. M. Returning, leaves Glassboro at eraod. M.

Computation books of 100 checks each, at re-duced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN For Cape May, Milivilio, Vineland, etc., etc., 920 A. M.

For Bridgeton, Salem, and way stations, 12.00

Freight received at first covered wharf below

Walnut street. Freight delivery, No. 223 S. Delaware avenue. 71 WML J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARKANGEMENT, THROUGH TO ATLANTIC CITY IN 1% HCURS. TAKES EFFECT JULY 1, 1869, Through trains laave Vina Screet

Through trains leave Vine Street Ferry as fol-

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 Olty.

Additional ticket offices have been located in the

Additional ticket on the Mershauts' and Continental reading rooms of the Mershauts' and Continental Hotels, also at No. 39 S. Fifth street. 6 29 D. H. MUNDY, Agent.

mate stations, good for day only. are sold by Morning Accommodation Market leading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sanson street. day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following fickets are obtainable only at the office of S. Bradford, Treasurer, No. 27 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS. At 25 per cent, discount, between any points de-aired, for families and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52:00 each, for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders iay only, are sold at Reading and Interm BSCOTTS ART GALLERY, No. 1020 CHESNUT

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates, CLEEGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to ticketa

at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets, FREIGHT. Goods of all descriptions forwarded to all the above

points from the Company's new freight depot, Broad and Willow streets, MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond, BAGGAGE,

Dungan's Express will collect baggage for all trains saving Philadelphia Depot. Orders can be left at \$0, 225 S. Fourth street, or at the Depot, Thirteenth

and Callowhill streets. NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EAST®N, WILLIAMSPORT, WILLESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRES and AMERICAN Streets, daily (Sundays BERES and AMERICAN Streets, daily (Sundays excepted), as follows:--At 745 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hasleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

hannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Soranton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hayleton.

and Harleton, At 5 '00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M. For Fort Washington at 6.45 and 10.45 A. M., and 11.30 P. M.

11:30 P. M. For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 5:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Denot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9'00 A. M., 2'16, 4'45, and 8'26

From Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Lansdale at 7:30 A. M.

From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.35, 4.85, 6.45, and 9.85 P. M.

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. Bechlehem for Philadelphia at 8 30 A. M. Abington for Philadelphia at 4 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, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. E. COLEMAN, Bungingtondemt.

THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS, NO. 304 CHESNUT STREET. CENTRAL OFFICE, No. 105 S. FIFTH STREET (Two doors below Chesnut street), ESTABLISHED 1862 The sale of Revenue Stamps is still continue. the Old-Established Agencies. The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express), all orders immediately upon receipt, a matter of great importance. United States Notes, National Bank Notes, Brafts on Philadelphia, and Post Office Orders received in payment. Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished. Revenue Stamps printed upon Drafts, Checks, Receipts, etc. The following rates of commission are allowed on Stamps and Stamped Paper:---On \$25 and upwards...... 9 per cent W annersanteristerister + 300

STAMP AGENCY,

Address all orders, etc., to

No. 304 CHESNUT STREET, PHILADELPHIA.