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#### GENERALITIES. Unlifornia Gold Mines.

From the San Francisco Alta, Aug. 21. It seems probable that the Sierra Butte or Downieville Peak, about ten miles east of the town of Downleville, will soon take rank next to Grass Valley as a centre of gold quartz mining. The Sierra Buttes, or Reis Mine, has been more regular in its yield and in its profits for the last fifteen years than any other mine in the State. The Independence, adjoining it, is also rich, but has been badly managed; has lost several mills by snow slides, and has not recovered from the debts incurred on account of them. The Keystone, only three miles distant, on the opposite side of the North Yuba, has lately risen to be one of the most profitable of our quartz mines. And yesterday we had news that the Monumental—a mine newly opened at the Rutte-had turned out one piece of gold weighing 106 pounds, and worth \$40,000. There is some mistake about the figures, for a chunk of that weight would not be worth more than \$25,000; but even at that value, it would be the best piece of gold found in the State since 1853.

The Cotton Crop. From the N. O. Pleagune, Aug. 25.

We see that the Northern papers estimate the cotton crop of this season at the above figures, and that at twenty-five cents per pound, which it is supposed it will sell for, and not less, the 80nth will receive \$300,000,000. We believe that there is cotton growing sufficient to make 1,000,000 bales, but the question is, can it be picked and sent to the market? The calculation this:-It takes one hand to make four bales, and of course 750,000 laborers to make 3,000,000, We have not that number of field hands, and when we deduct the laborers necessary to cultivate sugar, rice, tobacco, corn, and wheat, and deduct also the population of the cities, towns, and villages, it will be seen that we are short of the labor necessary to secure 3,000,000 lades. With more labor the South can supply the world with cotton. Efforts are making to induce immigration this way, but we are not sure that any considerable number from Europe will come here to cultivate the soil. The enty country where we can look for any mate-rial increase of laborers is China. An experiment will be made next season to cultivate cotton with Chinese laborers, and if it should be a successful one, the increase then in the production of cotton in the South will be great enough to supply the demand, and cotton-raising in other countries will be abandoned. We hope we may scenre 3,000,000 bales, but fear there is not sufficient labor to secure that amount. The Pennsylvania Oil Regions,

The production during the mouth of July was 11,697 barrels of 43 gullons, or an increase over the product during June, as shown by a revised report for that month, of about 400 barrels. There was a considerable increase on Cherry Tree and Upper Cherry runs, along the Allegheny river, and on the flats in the vicinity of Oll City. There was also something of increase vicinity of Bean farm, on the Smith farm, and the Cartin tract, Lower Cherry run, and on West Hickory creek. The number of wells in process of drilling increased slightly during July, and on August 1 the total number was 310, an increase of five. Besides the above, there were about sixty leases on which operations had been commenced with a view to sink wells. The searcity of territory in the vicinity of producing wells is now the leading feature connected with the development. At Parker's Landing, on the Allerheny river, on Upper Cherry run, on two of the farms on Lower Cherry run, and on West Hickory creek, a few leases in good localities are being offered, but the number is not equal to the demand. Under continued large shipments the stock of oil in the region underwent a further decrease during July, and on August 1 the total on hand was 307,136 barrels of 43 gallons. During the second two weeks of the month the shipment was light, and the stock accumulated rapidly, but during the last week shipments by all routes were greatly enlarged. In the stock on August 1 there were included the amounts in iron tankage and at the wells, and those on the hands of refiners, dealers, and pipe companies in wooden storage tanks. These last amounts aggregated 12,450 barrels, and were located as follows:-At Titusville, 2000 barrels; at Miller, 1500: at Pithole, 1000; at Tidioute, 1000; at Pe troleum Centre, 4450; on Cherry Tree Run, 2000; and on the Rynd Farm, 1000. The shipments of erude only reached a little over 353,000 barrels of 45 gallons each, or a daily average of 11,400 barrels,- Titusville Herald.

### RACEY.

Carlyle Declares that We are Going to Hell.

From Mr. Ripley's London Letter in N. Y. Tribune The condition of America was descanted on Mr. Carlyle in terms less remarkable for flattery than force. "As sure as the Lord reigns," said he, "you are rushing down to hell with desperate velocity. The scum of the world has got possession of your country, and nothing can save you from the devil's clutches. Not perhaps," cried he, raising his voice to its shriflest notes, "a hell burning with material fire and brimstone, but the wide weltering flery chaos of corruption in high places, and the misrule of the people. A fine republic that! England follows in the train, and is even now on the brink of the infernal precipice—and hell below." Of course I could make no reply to these "prophetic sounds so full of woe," but waited in serene silence for the tempest to pass over.

A Dashing Elopement in Missouri.

From the St. Joseph, Mo., Union, Aug. 25. Less than a year ago there came to this city poor but honest mechanic, who has, during his residence among us, carned an enviable reputation by his strict moral conduct and close attention to his labors. Longer ago than that there also came to reside among us a young married couple from the East. They were surrounded by every luxury, the wife being an heiress of very large pretensions. The young man became frequent visitor to the house of the young married couple, but up to the present time there was not the least suspicion that his visits were anything but honorable, and we incline to the opinion that there was not. One day last week the lady came into possession of about \$28,000 in cash as her proportion of a patrimony in the East. Then it appears she conceived a liking for the young machanic, and an elopement was planned for Sunday night last. At any rate the lady and the mechanic have both disappeared, and telegrams have disclosed the fact that they were being rapidly whirled through Canada on an express train. The couple took with them the whole of the money lately received by the lady, amounting, as we have above stated, to \$28,000 in cash. The husband started on the express train yesterday morning in pursuit of the runaway couple. Oxford Challenged.

To the Editor of the N. Y. Sun: -Sir:-As the sentiment of the American people seems almost upan mous that another race should take place between the Oxfords and Harvards in American waters, I will give \$5000 towards defraying the expenses of the Oxford crew if they wil consent to row the Harvard on the Hudson or Charles river during the coming autumn.

Graduate of Harvard. Stapleton, August 80, 1869.

## THE COUNCIL.

Dr. Cummings to the Pope. The following is a translation of Dr. Cum-

mings' letter to the Pope:-Holy Father:—You have been pleased to invite to the Ecumenical Council the Protestants and others who are divided and separated from the Church of Rome. We are heartly grateful for the invitation, and are earnestly desirous to be present in the Council. During the course of the year I have sent many letters to the Most the year I have sent many letters to the Most the year I have sent many letters to the Most Reverend Dr. Manning, in order to get information as to the extent to which liberty of speaking will be granted to us. The most reverend and learned Doctor, with much coursely, replied and learned Doctor, with much coursely, replied and learned Doctor, with much coursely, replied and learned Doctor, with much coursely replied and learned Doctor, with much courselves at Philadelphia 225 A. M.

Arrives at Philadelphia 4:10 P. M.

Mail and Express Connect with Oil Creek and Alleghesty River Railroad.

Bagyage checked through.

Alfred I. Tyles A. M.

Williamsport 12:20 A. M.

Arrives at Philadelphia 4:10 P. M.

Mail and Express Connect with Oil Creek and Alleghesty River Railroad. the year I have sent many letters to the Most Reverend Dr. Manning, in order to get informainform me whether, in the approaching Council,

we shall be allowed the liberty of speaking, and bringing forward the reasons for which we Pro-testants are separated and divided from the Church of Rome. I am your Holiness' obedient JOHN CUMMINGS, D. D., servant. Presbyter of the Scotch Church.

#### STAGE MORALITY.

Ulon Bouclenult's Defense of "Formosa," Some severe criticisms having been made on Mr. Dion Boucleault's new play, Formosa (soon to be brought out at one of the theatres in this city), he defends it in a letter to the London Deaily Telegraph, in which he says:—
We know there are certain vices, like certain thoroughfares, reserved for the exclusive enjoyment of the upper classes. The

We know there are certain vices, like certain theroughfares, reserved for the exclusive enjoyment of the upper classes. The exposure of scenes of artstocratic profligacy forms the subject of my play—Formosa; or, The Railroad to Ruin, I am charged with vicinting the reverence I ought to feel for the blackgnardism of my betters. If my frail heroine had been, like Jane Shere, a poette prostitute, I should have escaped censure. But I am only a realistic dramatist; so my heroine is a fact, a natural production we see daily in the park and nightly at the opera. Her existence is the offense of which I am guilty. The truth is the trouble, it is not contended that the scenes I have represented are false; but it is urged that such scenes and personnges should not be exhibited at all—such vices should not be pilloried. It is not alleged that I have done my work in an indelicate manner; but I had no right to present such a picture, The patent adultery in The Stranger is legitimate, It is in five acts. Besides, it takes place in Gormany, The drama of George Barnwell, in which the appren-The drama of George Earnwell, in which the appreciace, at the instigation of his paramour, "Milwood, murders his uncle and benefactor, was supposed in exercise so salutary as influence that it was for many years performed on every Boxing Night, to edify the proutices and working classes of London assembled prentices and working classes of London assembled on those festive occasions. But when now I example a young gentleman of rank and fortune hurried to ruin by a modern Anonyma and her contederates, I am told that I tread on forbidden ground. It is indeficate. Vice in low life is one thing, but vice in silk and satin—the uniform of respectability—that is really a kind of biasphemy we cannot tolerate! Had I had the common decency to have told my story in Italian or French! Had I placed the scene in another country, and performed the piece before in another country, and performed the piece before a select audience at the Opera or at the St. James Theatre, there could be no objection. But to expose certain vices of my betters in vulgar English to th

contempt and execution of a two-shil-ling pit and a six-penny gallery! Oh, it is indecent! It is quite true that these priestesses of ruin, whose lives I have re-vealed in Formasa, are the great implements of destraction in the families of the wealthy classes. It destruction in the families of the wealthy classes. It is true that they are the pioneers of beggary and disorder. Protected by the grandeur of their infamy, they insult our wives and sisters in the Park and at the Opera, where they hold a public levee, inspudently attended by young men of rank, if not of characrer. This undisguised homage paid to these courtesans excited, at one time, the contempt of virtuous women—now it excites their envy. The fashions of female dress are undergoing a palpable change, and the so-called "girl of the period" is a specimen and a type of an intermediate class that serves to connect wither and vice, and to obligate the line of distinction between them. I hold the the line of distinction between them. I hold the stage to be the proper place of execution where the vices and follies of the age are exhibited under ex piation, especially those vices and follies for which the law provides no remedy. Some journals wish to restrain the social jurisdiction of the stage, and undertake to dictate what subj the dramatist may select and what characters is may portray. I decline to submit to their control and I disregard their censure. They usure the progative of the public, which, on questions of d

cency, is always summarily and jealously exercised, and never delegated to a journalist. I say this with the greatest respect for the press, but with a still greater respect for the London audience.

Political. -Republican papers in Illinois rebuke the lethargy in the party in regard to the coming constitutional convention, and aver that Democrats are secretly moving to overreach them in shaping the fundamental laws of the State.

-Colonel Gillaspy, the Democratic candidate for Governor of Iowa, begins a stumping tour of that State to-morrow, Sept. 1. He has twentyfive appointments. Senator Hendricks and Representative Voorhees will join him at convenient places.

The Houston (Texas) Times calculates that in the November election there will be 125,000 registered voters, of whom 80,000 will be whites. Of this number 100,000 will be polled, and divided between the candidates for Governor as follows:—Hamilton, conservative, 75,000; Davis

-For the seat in the Senate of Mr. McCreery, of Kentucky, whose term expires in 1871, there are the following candidates so far:—Senator McCreery, Governor John W. Stevenson, ex-Senator Jesse D. Bright, formerly of Indiana; General William Preston, formerly Minister to Spain; John D. Carlisle, Esq., and Judge George Robertson. The two first appear to have the

By despatch from San Francisco we learn that the political campaign in California is exciting, the passage or defeat of the fifteenth amendment by the next Legislature being the great object in the contest. United States Senators Yates and Kellogg, Republicans, and Hen dricks and Thurman, Democrats, and several members of the House, are taking part in the

Senator Osborn, of Florida, it is understood, so says a Washington paper, has addressed a letter to the Secretary of War, enclosing a list of Democratic employes at the Pensacola Navy Yard, and recommending their removal and the appointment in their stead of Republicans Many of the persons named served in the Rebel army, and a few of them are employed by the War Department, which is the cause of the letter

being addressed to General Rawlins. —The Memphis Avalanche pronounces defi-nitely for Emerson Etheridge for Senator, and gives as a rerson why that, if Andrew Johnson is chosen, "straightway Massachusetts will transfer, as she has threatened, Beast Butler from the House of Representatives to the Senate Chamber; and the hall consecrated by the eloquence of Clay, Calhoun, and Webster will ome the theatre of the most disgraceful broils With Andrew Johnson and Beast Butler in Congress, the public mind would be at once lashed The people, now quiet and anxious to secure permanent tranquillity, would soon find themselves in a state of fermentation.'

-The Memphis Avalanche, formerly a rabid Rebel sheet, and still ranking among the foremost Democratic or conservative journals of l'ennessee, is evidently beginning to comprehend the spirit of the age. The following sen-sible paragraph from a recent number of that paper is commended to the careful and prayerul consideration of the World and the Express: "Recognize the negro's right to vote; cease to abuse and sneer at him; treat him as a human being with a soul in his body, and as susceptible of the sensibilities, the resentments, and frailties of humanity, and he will at once emulate the nagnanimity of the whites, endeavor to rival them is industry, enterprise, and thrift, culti-vate amity, educate his children, acquire homesteads for his family, strive to deserve the confidence of his fellow-men, and, above all, he will never cast his vote to the injury of the white man, who he has learned, by kindness, is his only friend.

# RAILROAD LINES.

THILADELPHIA AND ERIE RAILROAD .-DHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSFORT, AND THE GREAT OIL REGION OF
PENN SYLVANIA.
Elegant Sicoping Cars on all Night Trains.
On and after MONDAY, April 23, 1869, the trains
on the Philadelphis and Erie Railroad will run as
follows:— Westward.

RAILROAD LINES.

1869. FOR NEW YORK. THE UAMDEN AND TRENTON RAILROAD COMPANIES TINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. YORK, AND WAY PLACES.

PROM WALNUT STREET WHAPP.

At 6:30 A. M., via Camden and Amb vy Accom. \$2:25

At 8 A. M., via Cam, and Jersey Cit; Ex. Mail 3:00

At 2 P. M., via Camden and Amboy express... 3:00

At 6 P. M., for Amboy and intermediate scations.

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 4:3) P. M., for Trepton.

At 0:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:3), 6, 7, and 11:30 F. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, fitverton, Palmyra, and Fish House, and 2 P. M. for Edgewater, The 11:30 P. M. line leaves Market Street Forry

(upper side). At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenten and Bristol, and at 10:35 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 6 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 8 P. M.
for Schenck's and Eddington.
At 7:30 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8:30
P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, 40:23. At 11:30 P. M., Emigrant Line. Fare, 42 At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. for Tren-

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

and Frankford.
The 930 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 Chesnyl, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Streat ears will run to connect BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE KAILROAD LINES.
FROM KESSINGTOW DEPOT.
At 7:30 A. M. tor Niegara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Churk, Allentown, Bethlehem, etc. Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and in-

termediate stations CAMDEN AND BURLINGTON COUNTY AND MHERTON AND HIGHTSTOWN RAIL PROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 216, 320, 5, and 630 P. M. for Merchantville, Moorestown, Hartford, Massaville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cookstewn, New Fgypt, and Hornerstown.
At 7 A. M., 1 and 3:30 F. M. for Lewistown,
Wrightstown, Conkstown, New Egypt, Hornerstown, Craam Ridge, Imlaystown, Sharon, and

Hightstown. WILLIAM H. GATZMER, Agent. DENNSYLVANIA OFNTRAL RAILROAD.

AFTER 7 P. M. SUNDAY, AUGUST 29, 1869.
The trains of the 1 ennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Marlet 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

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

Agents of the Union Transfer Company will call for any deliver baggage at the depot. Orders left

will receive					vs.	DB	PO	т.	v	æ.	:_				
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Erie Expre	88											11.	50	A.	M
Harrisburg	A	ccol	mu	nod	atle	no			1			2.	30	P.	M
Laucaster												4	00	P.	M
Parkesburg	T	all	n								*	5	30	P.	M
Cipcinnati	Ex	pre	285		w							8	00	P.	M
Erie Mail a	nd	Pit	ts	Dur	g E	xp	10	18				9	30	P.	M
Philadelp	phi	a E	XD	res	8, 1	2 D	ig	ht			2				17

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadeiphia at 8 Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily,

except Sunday. For this train tickets must be procured at d baggage delivered, by a P. M., at No. 116 Market street.

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SAMUEL H. WALLACE, The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred 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 RAJLKOAD, - SUMMER ARRANGE-MENT.-On and after MONDAY, April 12, 1859, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and OHESNUT Streets, 7 25 A. M., 9 39 A.
M., 230 P. M., 4-15 P. M., 4-35 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., 7:40 A. M., 10:10
A. M., 1:55 P. M., 4:50 P. M., and 0:45 P. M.
Leave Philadelphia for B. C. Junction and intermes iste points at 12:30 P. M. and 5:45 P. M. Leave H. O. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Train leaving West Chester at 7.40 A. M. will stop at B. C. Junction. Lenni, Glen Eddile, and Media; leaving Philadeiphia at 4.25 P. at. will stop at Media, Glen 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 Philadeiphia at 4.35 P. M., and will change cars at B. C. Junction. Train leaving West Chester at 7:40 A. M. will change cars at B. C. Junction.

The Importin Philadelphia is reached directly by
the these ut and Walbut streets cars. Those of
the Market street line run within one square. The
cars of both lines connect with each train upon its

rtival.
ON SUNDAYS.
Leave Philadelphia for West Chester at 8 00 A. I. ard 2:30 P N. Lesve Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A. M. and 4 45 P. M.

I. and 4 to P. M.
I. Leave B. C. Junction for Philadelphia at 6-60
A. M.
WILLIAM C. WHEELE d.
4 108
General Superintendent. THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, o public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Fu naces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retal, by the manufacturers, SHARPE & THOMSON, No. 209 N. SECOND Street.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.

WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER Is unequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other. 4 13 5m. H. BOWMAN, Sole Agent, 4 13 5m. No. 1156 FRANKFORD Road. RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTI-WILLIAM THE TABLE.—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at \$30 A. M. (Sunday excepted),

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

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

Express Train at 4-60 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 11-36 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.

Express Magnolia.

and Magnolia.

Passengers for Fortress Monroe and Norfolk will also the 12-06 M. train.

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

stations.
Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted. Prom Baltimore to PhBadelphia—Leave Baltimore 725 A. M., Way Mail; 925 A. M., Express; 235 P. M., Express; 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nella, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elston, Newark, 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 7 00 A. M. and 4:35 P. M. Leave Philadelphia for Charles Ford at 7:00 P. M. delphia for Chaid'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 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays ex-cepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M. Leave Chadd's Ford for Philadelphia at 6:15 A. M. A Sunday Train will leave Philadelphia at 8:00 A.
M. for West Grove and intermediate stations, Returning, will leave West Grove at 4:30 P. M.
Trains leaving Wilmington at 6:30 A. M. and 4:15 P.
M. will connect at Lamokin Junction with 7:50 A. M.
and 4:30 P. M. Trains for Baltimore Central Rall-

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

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN BALLEDOD.
TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 3 %, 3 %, 4, 4 35, 5 95, 5 %, 6, 6 %, 7, 8, 9, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3-½ and 5-½ up trains will not stop on the Germantown Branch,
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10-½
P. M.

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

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 19:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 5:15 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%, 9, and 11:55 A. M., 12.

FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philade phia at 6, 7%, 9, and 11.05 A. M., 1%,
3, 4%, 5, 5%, 634, 805, 10.05, and 11% P. M.
Leave Norristown at 5.40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

SCHOT KRILL AND SUSGERIANNA RAILROAD.
Trains leave Auburn at 855 A. M. and 3-20 P. M.
for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove and Tremont, returning from Harrisburg at 7.45 A. M. and 3-40 P. M., and from Tremont at 6-45 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 The 5 P. M. train from Philadelphia will stop only at School lane, Manayouk, and Conshohocken.

ON SUNDAYS.

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

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

FOR MANATUNA.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8:05, 10:05, and 11½, P. M.

Leave Manayank at 6:10, 7, 7½, 8:10, 9¾, and 11½, A. M., 2, 3½, 5, 6¾, 8:30, and 10 P. M.

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

ON SUNDAYS.

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

FOR CAPE MAY, VIA WEST JERSEY RAIL ROAD.
COMMENCING MONDAY, AUGUST 30, 1889.
Leave Philadelphia, foot of Market street, as fol-

OWS:—
9-06 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.

RETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10 06 A. M.
5 00 P. M., Passenger, due 8 22 P. 51.

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. 325 Chesnut street, foot of Market street, also at Camden and Cape May.

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

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Philadelphia daily at 6:00 P. M. Returning, leaves Glassbore 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.

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

Through trains leave Vine Street Ferry as fol-

Freight (with passenger car).
Express, through in 1½ hours
Atlantic Accommodation. .4'15 P. M. .6.00 A. M. Freight (with passenger car)...... Local trains leave Vine street:-Returning, leave Atco 12:15 noon Haddonfield 2:45 P. M Hammonton 5 40 A. M.
SUNDAY MAIL TRAIN
Leaves Atlantic . 800 A. M
Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$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

The 2 P. M. Express Train will be discontinued D. H. MUNDY, Agent.

PHILADELPHIA RASPBERRY, JUCUN DA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Cencord, and other Grap Vines. Yor sale by S. & C. E. FI-ETOHER, Delanco, N. J.

RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.

At 7:90 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Petsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pisston, York, Carilsle, Chambersburg, Hamoretown, etc.

Hagerstown, etc.
The 7:80 A. M. train connects at READING with East Pennsylvania Raliroad 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 Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schwickill and Susguebanna trains for ley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambers burg, Pinegrove, etc.

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

POTTSTOWN ACCOMMODATION.
Leaves Potistown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Potisville 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.
Leturning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 5: P. M. and at Pottsville at 19:50. ives in Reading at S P. M., and at Pottsville at 9:40

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945

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

All the above trains run dalls, Sundays excepted, Sunday trains leave Pottsvide 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 HAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains

from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.
PERKIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. traiss for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack, NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 95 A. M. and 1 90 and 10 19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3 50 and 5 50 A. M. and 10 50 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 P. M. and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 840 A, M. and 2405 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Anburn at 856 A. M. and 320 P. M.

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

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the

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

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points, at reduced rates, CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

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 4 to A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg,

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

and Callowhill streets. NORTH PENNSYLVANIA RAILROAD,—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, 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 Tunkbannock. At 945 A. M. (Express) for Bothlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston. cranton, and New Jersey Central and Morris and Essex Rafiroads, At 1:45 P. M. (Express) for fiethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5 00 P M. for Bethlehen, 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

11:20 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 P. M.
For Langdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:00 A. M., 2:10, 4:46, and 8:25 From Doylestown at a 28 A. M., 4 55 and 7 05 P. M. From Lanedale at 7:30 A. M. From Fort Washington at 9-20, 10-35 A. M., and

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-36 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6-26 A. M. Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 104 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 23) CHESNUT Street, forwards Parceis, Packages, Merchandise, Hank Notes, and Specie, either by its own lines or in correction with other Express Companies, to all the principal towns and cities in the United States.

K. OOLEMAN,
Special pandess.

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

I STORE WAS A STREET, THE STREET, MINE WITH THE REST. IN

Sale at the Auction Rooms, Nos. 139 and 141 South Fourth

Sale at the Auction Rooms, Nos. 13 and 44 South Fourth
Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, CARPETS,
MIRRORS, FIRE PROOF SAFE, ETC.
On Thursday Moraing.
September 2, at 9 o'clock, at the Auction Rooms, by
catalogue, an assortment of superior household furniture,
comprising parks, chamber, and dining room furniture;
french-plate mirrors, office furniture, book cases, or
tension tables, china and glasswars, refrigerators, stoyes,
six hundred pounds white lead, carpets, matting counters, etc.

831 2

Sale No. 257 S. Tenth street

HANDSOME FURNITURE, PIER MIRROR, FINE
HAIR MATTRESSES, HANDSOME VELVET AND
BRUSSELS CARPETS, ETC.

On Friday Morning.
Sept. 3, at 10 o'clock, at No. 207 S. Tenth street, by catalogue, the entire Household Furniture, comprising walnut parlor furniture, covered with green reps; walnut and oak dining roem furniture, elogant oiled walnut chamber suit; walnut, mahogany, and ceitage chamber furniture, own French-plais pier mirror, lounges, centre tables, French clock, id the hair mattresses, feather belsters and pillows, chine and glassware, fine oil paintings and engravings, sewing matchine and table, 2 gas-consoning stoves, handsome velvet and Brussels carpets, oil cloth, kitchen utessils, choice priserves, etc.

May be examined on the morning of sale at 8 o'clock.

May be examined on the morning of sale at 8 o'clock.

Assignees' Sale—Estate of Brombey Wharton Hilius
FIXTURES OF AN ALCOHOL DISTILLERY AND
RECTIFYING ENTABLISHMENT.

On Saturday Morning.

September 4, at II o'clock, at No. 225 North Third street, will be sold at public sale, by order of Wm. Vardes, Assignee in Bankruptcy, the Fixtures of an old Alcohel Distillery and Rectifying Establishment, all in good order, consisting of I French column still of 450 gallens, with all the appurtenances, in working order; 8 receiving stands and copper fixtures, complete; 1 syrap kettle, 25 rectifying tubs, 2 cisterns.

OFFICE FURNITURE.

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

Also, leasehold of premises, which expires August 12, 1870. Rent, \$1000 per annum, considered worth \$2500.

DUNTING, DURBOROW, 6, CO. AUCTION.

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

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Sept. 2, at 10 o'clock, on four months' credit. [8:37.56]

Sept. 2, at 10 o'clock, on four months' credit. [8:375]

LARGF AND PEREMPTORY SALE, BY ORDER OF MESSES, 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 Italian cloths, in every grade.

- cases solid check and fancy ginghams.

- cases solid check and fancy ginghams.

- cases of all their various qualities of velvet.

- cases of all their various qualities of velveteens.

- cases 44 Iriel shirting linens.

- 500 POUNDS PATENT THREAD.

Caldwell's and Colden's, guaranteed 16 or, to the pound.

Caldwell's and Colden's, guaranteed is or to the pound.

3000 PIECES WHITE GOODS.

Jaconets. Tape Checks.
Nainsooks. Bishops Lawns.
Swiss Mulls. Striped Nainsooks.

Yiotoria Lawns.
1200 DOZEN NAPKINS. 18 30 3t.
3000 DOZEN L C. HDKFS. 300 DOZEN L. C. HDKIN.
300 DOZEN SHIRT FRONTS.

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC., ETC., On Friday Merning,
September 3, at 11 o'clock, on four months' credit, shout the pieces ingrain. Venetian, list, hemp, cottage, and mag carpetings, oil cloths, rugs, etc. 82856 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

arge special and attractive sale of 600 CAETONS BONNET RIBBONS, [8 31 5t Also, 150 pieces black and colored bonnet volvets. SALE OF 2000 CASES BOOTS, SHOES, BROGANS, ETC., ETC. On Tacaday Morning, Sept. 7, at 19 o'clock, on four months' credit.

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC.
On Thursday Morning,
September 2, at 10 o'clock, including a large line of citynade goods. N. B. Sale every Monday and Thursday.

MARTIN BROTHERS, AUCTIONEERS,-No. 529 CHESNUT Street, rear entrance from Minor. Sale by order of the Pennsylvania Milk Company, at Nos.
3338, 3340, and 3342 Market street.
TWO SUPERIOR BORSES, SIX LIGHT WAGONS,
GRAIN AND FEED WAGON, HARNESS, I HORSE
POWER HAY CUTTER, FAIRBANKS' SOALES,
MILK PANS, UHURNS, CANS, BUOKETS, CASTIRON FEED-BOXES, MARVIN FIRE-PROOF
SAFES, HANDSOME WALNUT AND OAK OFFICE
FURNITURE, CARPETS, MATTINGS, ETO.
On Saturday Afternoon.

At 2 o'clock, on the premises, Nos. 3338, 3340, and 3342 Market street, by order of the Pennsylvania Milk Com-May be seen on the day of sale. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1110 Chesnut street.

SUPFRIOR NEW AND SECONDHAND CABINET FURNITURE, ELEGANT CARPETS, MANTEL, AND PIER MIRRORS, SCHOMACKER PIANO-FORTE, PLATED WARE, TABLE CUTLERY, JAPANESE GOODS, COTTAGE FURNITURE, PAPER HANGINGS, ETC.

On Friday Morning.

At 8 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold, by catalogue, a very large assortment of superior parlor, dining-room, library, and kitchen furniture; a number of handsome carpets; rosewood Schomacker piano-forte, etc., including the entire furniture of a family removing from the city. a family removing from the city.

STOCK AND FIXTURES OF A PAPER HANGING STORE.

At same time will be sold the fixtures of a store and about 2000 pieces of paper hangings.

912t

LIPPINCOTT, SON & CO., AUCTIONEERS BSOOTTS ART GALLERY, No. 1020 OHESNUT

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUESTAMPS, No. 204 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, Drafts on Philadelphia, and Post Office Orders received in

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and

Revenue Stamps printed upon Drafts, Checks, Re-

The following rates of commission are allowed on Stamps and Stamped Paper :-

On \$25 and upwards.....2 per cent Address all orders, etc., to

STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA.