PHOTOGRAPHS OF THE SOLAR ECLIPSE.

The Impressions Professor Morton Made, and the Impressions Made on Him.

The Philadelphia Photographer, published by Benerman & Wilson, at Seventh and Cherry streets, contains in its September number four photographs of different phases of the four photographs of different phases. of the great solar eclipse, August 7, 1869, to-gether with a full report of the Government astronomical and photographic expedition sent to Iowa to observe and photograph the eclipse. Those who were not privileged to see the great phenomena will be much gratified by these. There are two views before, one

during, and one after totality.

We present from Professor Morton's vivid

and exact paper the following extracts:-We were now told by the astronomers that the moon would soon reach the sun. Plates were prepared at once ready to get a picture of first contact. Professor Watson was to signal by lifting his hand at the moment. Our plate was in the camera and the slide drawn, while we watched for the signal. Up went the hand: click! went the stop, and the first exposure was made, the plate showing on development the least contact, looking like the impression made upon an apple by the thumb when testing its ripeness. Negatives were then made at intervals of five to ten minutes until totality took place, and after totality until the eclipse was ended and over.

"Totality will occur in six minutes," cried Professor Watson, as agreed. "Totality will occur in six minutes," we re-echoed to our colaborers in the dark-room, and soon after the plates began to appear. Totality came, lasted two minutes and forty-eight seconds, and four exposures were made. There being plenty of men to work their parts all things worked smoothly and well, and our expedition was a grand success!

Three of our party, however, were martyred to science, and these were the men in the dark-room. More persons living in the United States have seen Niagara or the Mammoth Cave or the Yo-semite Valley than have seen a total eclipse, and it will be A. D. 1901 before another can be seen, yet these men stuck to their work like heroes and saw nothing of the totality.

And now, how shall we convey to our

readers an idea of what a total eclipse is like? We were continually interrupted making exposures, yet between them we witnessed-a grand, an awe-inspiring sight, which we shall never forget. How shall we describe it?

In the year 1842 there was a total eclipse of the sun visible in the south of France. Arago tells us that at Perpignan nearly 20,000 persons, smoked glass in hand, stood ready to witness it, and shouted aloud when it came. Had we the descriptive power of those 20,000 we could not describe our impressions during totality. We had read many descriptions of a total eclipse; had studied up the matter with photographic views of one; thought we knew just what to expect and how it would look. Our information on the subject only added to our surprise.

Our position enabled us to watch the progress of the eclipse nicely. About a quarter of an hour after contact the diminution in the light began to be quite perceptible, and near totality the air became so much cooler that having a linen coat on we wished for a warmer one. The air seemed as it does when a storm is gathering overhead. A bank of clouds in the south, which were not visible when the sun was shining fully, now began to assume color—first a silver glare, then grey, then yellowish, and finally a bright orange-red color. The blue of the sky changed into various colors too, and our companion's faces began to assume rather a livid appearance. The changes were very gradual. With our mind upon our work, anxious lest we should fail, we had less opportunity to watch the phenomena than we desired, but what we saw we remembered. Totality took place. It was dark, but not the darkness of night. These pages could hardly be read at the time. We have seen moonlight nights brighter than it was then. We could all readily see to do our work. As we had chances to lift our eyes upward, oh what a sight met them! A moment before and the narrowest rim of the sun was shining so brightly the eye could not gaze upon it without pain. Now, the struggle is over for the moment; the moon has gained the may tery and the sun is eclipsed! The light had passed away instantly, like the flames of a great fire sometimes do when, with the grand leap upward, they fall suddenly, mastered by the water thrown upon them—like the snuffing of

a candle in a dark room. There, hung in the heavens, aye, between heaven and earth, upheld by the hand of God, were the two great orbs face to face. A great round shadow; all around it a brilliant circle of light, of a brownish golden color, broken here and there at irregular intervals by the brighter pink pro-turberances of irregular size and shape, crowned by the glorious corona, glorious and bright, shooting its sheafs of rays in all directions, weakest where the protuberances were largest, but all-inspiriting, awe-inspiring, wonderful, glorious, making one feel that our Creator must be near at hand to bring about such a display of His wondrons and al-mighty power. Silence reigned. Nothing could be heard but the counts of the astronomers, and the click of our drop as each plate was exposed. There it hung, a great picture displayed by the Almighty to His creatures. Oh, what a sight! We looked overhead once, and our eyes met several stars which seemed to rebuke us for looking at them. The same feeling of reproof came over us as the great protuberance on the lower edge of the sun was looked at time and again. Four plates had now been exposed; and now, as we looked, "God said let there be light, and there was light," for then came a bright dazzling flash of light, triumphant, like the victor of some great conquest; like the leaping of the waters as they reach the falls at Niagara; like the joy that broke upon the heart of the aggrieved father at the sight of the returned prodigal; like the scene that followed when our Saviour said, "Lazarus, come forth! The battle was decided, and the sun the victor. The people who had crowded around hailed the victor with shouts of triumph loud and long. The shadow moved rapidly on as if chagrined, and the light began to grow brighter and brighter. The mighty god of the day had only been mastered for a moment, as it were, to come out more brightly warmly, and genially, to scatter his blessed

light upon us. Ah! how little can what we have written give you an idea of the glory of that phe-

nomenon. The Protuberances .- Examination of the negatives show us that five seconds was more than sufficient to secure all the details of the protuberances, although it gave no de-

cided indication of the corona. The development proceeded slowly in all but a few spots, where very massive promi-nences were located, and thus it was not thought, at the moment, judicious to try shorter exposures; but, in the light of our present experience, we would judge that exposures of even one or two seconds, with

persistent development, such as could be best carried out on albumenized plates, would be of value to secure details in the rounded and massive prominences which appear at some points.

It is a curious coincidence that in this case, as well as in the pictures made by De la Rue in 1860, and the German and English party last year, all the more interesting promi-nences are situated on the border of the sun furthest from the advancing moon, and are thus best shown in the pictures first exposed.

The most conspicuous prominence is that which, at a hasty glance, seems to resemble the letter x, but, on more careful inspection, is perceived to be like an ear of corn. It consists of a solid central mass inclined at angle of about 45 deg. to the normal at the solar surface, and with three branches from near its upper end, one sweeping backwards in a direction generally parallel to the solar surface, another forward, as concerns the direction of the general mass, and a third branching out a little below and running in the same direction as this last. The appearance of the main body, which is of a spindle shape, and with spiral markings, is highly suggestive of a vertical motion which has swept these whiffs of light matter into their peculiar positions.

It was believed by several observers that this object moved rapidly while they were watching it; but as the same positions are shown in the eight different negatives taken at Burlington and Ottumwa, which contain it, there can be no doubt of its permanent character. It appears, however, beyond doubt, that motion, amid the light surrounding the sun, was ob-served, as there is much accordant testimony on the subject. But this motion, as we shall presently see, there is every reason to believe, existed in the corona, and not in the prominences, which, however, might easily have the appearance of movement, if seen against a background of shift-ing light. To this subject we shall refer again when speaking of the corona.

Immediately to the right of this ear of corn is seen a region of soft light, among which rise two similar spindle-shaped masses, inclining towards the corn ear.

To the left appears a mass of rolling cloud. disposed in beautiful streams and curls, like the smoke from a bonfire or burning meadow, swept gently towards one side by a light In connection with these are some small masses, entirely detached and floating above the general body, as was the case in De la Rue's pictures.

Other solid nodular masses appear at other points, but the next most notable prominence is one which attracted the attention of all observers, and appeared to occupy a position on the lowermost edge of the sun. It is most clearly shown in the last pictures taken at each station, and resembles in shape a great whale with a body made up of dense a great whate with a body made up of dense cumulus cloud-matter, with a long tail clinging close to the solar edge, and stretching some 40,000 miles along. The length of the entire mass is about 110,000 miles, and the height of its more bulky portion about 28,000 miles; while its length being about 70,000 miles, we would have for its cubic conseits. have for its cubic capacity, assuming that its extent in the remaining direction is equal to its height, about 54,880,000,000,000 cubic miles.

To the right of this, and only showing its entire length in the last picture of each series, is a caterpillar-like mass of cloud-matter, very much like the solid rolls of horizontal vapor which are sometimes seen passing over a sheet of water. At one end rises a projecting head, but the rest clings closely to the solar edge, and is indented with ring-like divisions, giving it much the aspect of a huge worm.

The Corona.—The Ottumwa pictures, of long exposure, are the only ones which give us any idea of the true structure of the corona; but they do more than I had hoped in this respect. One of them, the last and longest exposed, gives almost as full a development to this object as I remember to have noticed with the naked eye. The curved structure of the rays is most marked, and the varying intensity with which they are emitted in different points.

The most distinct outbursts of the corona light are evidently associated with those prominences which are of a pointed and flamelike shape; those of a massive description, on the contrary, seeming to cast a shadow on the corona. This, we think, is to be noticed in De la Rue's pictures.

These facts have peculiar significance when taken in connection with others developed by observations made during this same eclipse. In the first place, Professor E. C. Pickering, of the Massachusetts Institute of Technology, who was with our party at Mt. Pleasant for the purpose of making various physical observations, found that while the sky was strongly polarized all around close up to the corona, that object itself was not a source of polarized light.

The instrument employed was a tube, having at one end a large plate of quartz, and at the other a double image prism of Iceland spar, made in the manner known as the prism of Rochon.

On looking through this at the corona, the entire circle was in field with a part of the surrounding sky, and two entirely distinct images of the entire area were seen, the corona in both being colorless, but projected on a ground of tints, complementary in the

This would certainly indicate that the light of the corona was not reflected sunlight. With a spectroscope arranged to analyze the entire light from the totality phase, Professor Pickering also found no dark lines in the spectrum. This also points in the same di-

It would thus seem almost certain that the corona is simply an electric discharge, no doubt varying with great rapidity, as we see in the case of the aurora; and to its variations we may attribute those apparent motions of the prominences which have been observed by so many, but which our large series of photographs so conclusively shows not to have any actual existence.

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FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING MONDAY, AUGUST 3), 1869. Leave Philadelphia, foot of Market street, as fol-

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

RETURNING, TRAINS LEAVE CAPE MAY, RETURNING, TRAINS LEAVE CAPE MAY,
6:30 A. M., Morning Mail, due 10:06 A. M.
6:00 P. M., Passenger, due 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.
Cape May Freight Train leaves daily at 6:40 A. M.
TICKETS.
Annual Tickets, \$100; Quarterly Tickets, \$50; to

Annual Tickets, \$100; Quarterly Tickets, \$500; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons. \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vincland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 800.

intermediate stations, loave Philadelphia at 8:00 A. M., mail, and 8:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia faily at 6 00 P. M. Returning, leaves Glassboro at

6.80A. M. Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-PREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut sireet. Freight delivery, No. 228 S. Delaware avenue. 71 WM. J. SEWELL, Sup't W. J. R. R.

PHILADELPHIA AND ERIE RAHLROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1892, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West

0.1	WESTWARD,
	MAIL TRAIN leaves Philadelphia 9-20 P. M.
31	Williamsport 7:30 A. M.
21	" arrives at Erie 8.15 P. M.
S	ERIE EXPRESS leaves Philadelphia
П	
1	" Williamsport 9 00 P. M.
ul	" arrives at Erie10 00 A. M.
31	ELMIRA MAIL leaves Philadelphia 8 00 A. M.
	" Williamsport 6:10 P. M.
SI	" arrives at Lock Haven 7 30 P. M.
d	EASTWARD,
ч	MAIL TRAIN leaves Erie S 15 A. M.
П	" Williamsport, 9:15 P. M.
şi i	" arrives at Philadelphia 6:10 A. M.
	ERIE EXPRESS leaves Erie 3-20 P. M.
	" Williamsport 4°25 A. M.
d	
Н	arrives at Philadelphia . 1 20 P. M.
- 1	ELMIRA MAIL leaves Lock Haven 6 50 A. M.
97	" Williamsport S 45 A. M.
	" arrives at Philadelphia 7:15 P. M.
ă)	BUFFALO EXP, leaves Williamsport,, 12:20 A. M.
Я	" Harrisburg 5:10 A. M.
N	" arrives at Philadelphia., 9.25 A. M.
,,	Express East connects at Corry, Mail East at Corry
31	

and Irvineton, Express West at Irvineton, with trains of Oh Creek and Allegheny River Railroad ALFRED L. TYLER, General Superintendent.

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

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Erie Mail and Pittsburg Express. 130 P. M.
Erie Accommodation. 1100 P. M.
Philadelphia Express, 12 night,
Erie Mail leaves daily, except Sunday, running on
Saturday night to Williamsport only. On Sunday
night passengers will leave Philadelphia at 8 o'clock,
Philadelphia Express leaves daily. Cincinnati
Express daily, except Saturday. All other trains

daily, except Saddruny. All other trains daily, except Sunday.

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

Market street.			
TRAINS ARRIVE	AT DEPOT.	VIZ.:	
Cincinnati Express		245	A. N
Philadelphia Express			
Erie Mail			
Paoli Accommodation, 85	20 A. M., 4:0	5 and 6:35	P. N
Fast Line			
Parkesburg Train		9:10	A. M
Lancaster Train	Section Williams	12:30	P. N
Erie Express		6:10	P. M
Day Express		1:30	P. A
Pacific Express			
Harrisburg Accommodati			
For further information	annly to	NAME OF TAXABLE PARTY.	100
For further information JOHN F. VANL	EER Je T	felt of Agen	the same
BOILT F. TALTI	Nor post cells	CONTRACTOR STATE	3500

No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot.
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sume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8:30 A. M. (Sunday excepted),

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristicia and intermediate stations. for Cristical and intermediate stations.

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

Express Train at 4-00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Charles and Washington, Newport, Charles and Charlestown.

Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

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

Passengers for Fortress Monroe and Norfolk will ake the 12:00 M. train.

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

Wilmington.

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

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

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 5:35 P. M., Express; 6:45 P. M., Express; 8. SUNDAY TRAIN FHOM BALTIMORE.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

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

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 435 P. M. Leave Philadelphia for Chadd's Ford at 700 P. M.

The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M.

Leave Chadd's Ford for Philadelphia at 645 A. M.

A Sunday Train will leave Philadelphia at 800 A.

M. for West Grove and intermediate stations. Returning, will leave West Grove at 430 F. M.

Trains leaving Wilmington at 630 A. M. and 415 P.

M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central Railroad.

Through tickets to all points West, South, and

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

H. F. KENNEY, Superintendent.

RAILROAD LINES.

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

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

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

MORNING EXPRESS.

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

East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for

PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 2:39 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at Intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Fottstown at 6:40 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.
Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 645 P. M.
7 Harrisburg Accommodation leaves Reading at 15 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 915 P. M.

P. M.
Market train, with a passenger car attached, leaves

Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays excepted,

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-90 and 5-45 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WIST.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 145 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., passing Reading 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. Sieeping cars accompany taese trains through be ween Jersey City and Pittsburg without

change.
A Mail train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
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SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 630 and 1130 A. M., and
640 P. M., returning from Tamaqua at 845 A. M.,
and 215 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD,
TOWN LOUIS AND SUSQUEHANNA RAILROAD. Trains leave Anburn at 855 A. M. and 829 P. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 745 A. M. and 840 P. M., and from Tremont at 645 A. M. and 505 P. M.

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Excursion Tickets to Philadelphia, good for one

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FREIGHT TRAINS
Leave Philadelphia daily at 4:55 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg,

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

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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 Tunk-bannogh.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten.
At 5 '00 P M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 6.45 and 10.45 A. M., and 11:30 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 P. M.
For Lansdale at 5:20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25 From Doylestown at 8-25 A.M., 4-55 and 7-05 P.M. From Lansdale at 7-30 A.M. From Fort Washington at 9-20, 10-25 A.M., and 16 P.M. From Abington at 2.85, 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.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Peansylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 250 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

E. COLEMAN.

RAILROAD LINES

1869. FOR NEW YORK. THE CAMBEN AND TRENTON HALLOAD COMPANIES LINES FROM PELAURIPHIA TO NEW YORE, AND WAY PLAUES, FROM WALRUT SARIT WHARF, At 6'30 A. ML, via Camden and Amboy Accoun, \$2'28 At 8 A. M., via Camden and Amboy 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 5'80 and 8 A. M. and 2 P. M., for Frondid. At 2 P. M. for Long Branch and point on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3'30 and 4'30 P. M., for

At 8 and 10 A. M., 12 M., 2, 3 30 and 4 30 P. M., for At 8 and 10 A. M., 12 M., 2, 5:30 and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 1 and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry (types side).

(upper side).

PROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, 43.

At 7-30 and 11 A. M., 2-30, 3-30, and 5 P. M. for
Trenton and Bristol, and at 10-15 A. M. and 6 P. M. At 7:80 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 6 F. M. ville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 F. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 F. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 3:30 F. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

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, 43:25.

At 11:30 P. M., Emigrapt line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. for Trenton.

ton.
At 9-30 A. M., 4, 6-45, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9-30 A. M., 8, and 12 P. M. Lines will run

The 9-30 A. M., 8, and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Firth streets, at Chesnut, 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 Street cars will run to connect with the 9-30 A. M., 8, and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

HELVIDERE DELAWARE RAILE.

PROM KENSINGTON DEPOT.

At 7.30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaea, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, kirk, kimira, ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flembogton, 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.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. ROADS.

FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.

At 10 A M. for Lawletown, Wightstawn, Cooks. At 10 A. M., for Lewistown, Wrightstown, Cookstewn, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3/30 P. M. for Lewistown,
Wrightstown, Ceekstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and

Hightstown, WILLIAM H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3 4, 3 34, 4, 4 35, 5 05, 5 34, 6, 6 32, 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, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch. ON SUNDAYS

Leave Philadelphia at 9 15 A. M., 2, 4 05, 7, and 10 % P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 %

P. M. 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, 5:40, 5:40, 5:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Chesnut Hill at 7:50 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 Philadelphia at 6, 7%, 9, and 11:05 A. M., 15%. Leave Philade phia at 6, 7%, 9, and 11 55 A. M., 1%, 6, 4%, 5, 5%, 6%, 8 55, 10 55, and 11% P. M. Leave Norristown at 540, 65, 7, 73, 9, and 11 A. . . 15, 3, 45, 65, 8, and 95 P. M.
The 75 A. M. train from Norristown will not stop The Th A. M. train from Norrisonal or Schur's at Mogee's, Potts' Landing, Domino, or Schur's

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
13, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave Manayana at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 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,

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT SEPT. 1, 1869. Through trains leave Vine Street Ferry as fol-

 Mail
 8.00 A. M.

 Freight (with passenger car)
 9.45 A. M.

 Fxpress, through in 1½ hours
 3.15 P. M.

 Atlantic Accommodation
 4.16 P. M.

 LEAVE ATLANTIC CITY.

 Atlantic Accommodation
 6.08 A. M.

 Fxpress, through in 1½ hours
 7.24 A. M.

 Fxpress, through in 1½ hours
 1.150 A. M.
 | Local trains leave Vine street:— | Atco Accommodation | 10.15 A. M. | Haddonfield do. | 2.00 P. M. | Hammonton do. | 5.46 A. M. | Returning, leave | 12.15 noon. | Haddonfield | 2.45 P. M. | Hammonton | 6.40 A. M. | S UNDAY MAIL TRAIN | Leaves Vine street. | 8.00 A. M. | Leaves Atlantic | 4.17 P. M. | Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$3.

Sued, \$3.

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

NOTICE. The 2 P. M. Express Train will be discontinued rom this date.

D. H. MUNDY, Agent. WEST CHESTER AND PHILADELPHIA
RAILROAD. SUMMER ARRANGE
MENT.—On and after MONDAY, April 12, 1809,
Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTY-FIRST and OHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-16 P. M., 4-36 P. M., 7-16 and 11-30

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 6°45 P. M.
Leave Philadelphia for B. C. Junction and intermediate points at 12°30 P. M. and 5°45 P. M. Leave B. G. Junction for Philadelphia at 5°30 A. M. and 1°45 P. M. 1'45 P. M.

Train leaving West Chester at 7'40 A. M. will stop at B. C. Innetion, Lenni, Gien Riddle, and Media; leaving Thiladeirula at 4'35 P. M. 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 car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4'35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut 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. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7.45 A. M. and 4.46 P. M. M. and 4 45 P. M.
Leave B. C. Junction for Philadelphia at 6 00
A. M.
WILLIAM C. WHEELER,
General Superintendent. AUOTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141 SALE OF ENGLISH PAPER, BLANK BOOKS, ETC.
On Wednesday Morning,
September 8, at 10 o'clock, at the Auction store, 200
reams Price English cap and post paper, blank books,
envelopes, etc., etc.
943t

SUPERIOR PARLOR, DINING-ROOM AND CHAMBER of ENTITIER, MIRRORS, CARPETS, HAIR AND SPRING MATTRESSES, ETC.

September b, as two clock, at No. 1314 Arch street, by catalogue, the superior furniture, etc., comprising suits of walnus, parker furniture, covered with plush and hair cloth 17 mits of oted and varnished walnut chamber furniture; I handsome rosewood walnut and mahoga sy wardness is lounge bedsteads, covered with reput spring and hair mattresses; oak and walnut dining-room furniture; I walnut axtendion tables; I clegant pier mirrore, gilt frames; superior Brussels carpet, oil cloths, large refrigations; kitchen utensils, etc. The above furniture has been impacted at abort time and is equal tonew.

In the examined at 8 o'clock on the morning of the control of

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

SUPERICR HOUSEHOLD FURNITURE PIANO.
MIRRORS. FIRE PROOF SAFE, VELVET, BRUSSELS, AND OTHER CARPETS, ETC.
On Thursday Morning,
September 9, at 9 o'clock, at the Auction Rooms, by catalogue, at assortment of superior household furniture, encapsising handsome wallnut parlor furniture, covered with plush, reps., and hair cloth; walnut chamber suits, o'd ago chamber suits, mahograny plano, French-plate ingrars, wardrobes, bookcases, sideboards, extension, centre, and bouquet tables, lounges, hat stands, office furniture, fine hair mattresses, feather beds, boisters, and pillows, china and glassware, fire-proof safe, made by Schaminger, superior sewing machine, gas-consuming and cooking stoves, handsome velvet, Brussels, and other carpets, floor cloths, etc.

Also, by order of administrator, about 700 yards velvet carpets, floor cloths, etc.

Also, by order of administrator, about 780 yards velvet and Brussels carpets and floor cloth, decorated china tea and dement service. Es picces.

Also, superior double-barrel breech-loading fewling piece, with apparatus complete, made by Peterman, cost 8270.

9 7 3.

L IPPINCOTT, SON & CO., AUCTIONEERS

LARGE SPECIAL SALE

400 CARTONS RIBBONS.

480 CARTONS RIBBONS.
Also,
FOREIGN AND DOMESTIC DRY GOODS, MILLNERY GOODS, HOOP SKIRTS, CORSETS, FANCY
GOODS, AND NOTIONS, ETC.
On Wednesday Morning,
Sept. 8, at 16 o'clock, on four months, credit. [9 4 3t
To which the particular attention of the Trade is called.

[Also,
On Wednesday morning,
September 8, at 16 o'clock, on four months' credit,
September 8, at 16 o'clock, on four months' credit,
MILLINERY GOODS, HOOP SKIRTS, CORSETS,
FANCY GOODS AND NOTIONS, ETC.
Comprising—

FARCY COOPS AND ROTTORS, ETC.
Comprising—
Full lines 5-8 and 3-4 L C hankis, medium to fine quality.
Full lines 5-8 and 3-4 hemsetiched do
Full lines 5-8 and 3-4 hemsetiched do
Full lines Hamburg edgings and insertions.

Kid gloves, linens, 2000 doz, hoop skirts and corsets, latest styles; shirt fronts, suspenders, hosiery, umbrellas, Paris fancy goods and notions, comprising full lines ladies' and gents' travelling satchels, pocket books, purses, and seve-buttons, shell and horn combs, hair, natl, and tools brushes; jewelry, brier wood and meerschaum pipes, etc. 9622.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning. Sept. 9, at 10 o'clock, on four months' credit. [9:35t IMPORTANT SALE OF CARPETINGS, OIL CLOTHS.

ETC.,
On Friday Morning,
September 10, at 11 o'clock, on four months' credit.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. Sept. 13, at 10 o'clock, on four months' credit. 975t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

SALE OF A PRIVATE COLLECTION OF AMERICAN
AND FOREIGN COINS AND MEDALS.
On Monday, Tuesday, and Wednesday
Sept. 6,7, and 8, st 3% of clock, at the auction store, will
be sold, the collection of Captain Edward P. Thorn, of
Plainfield, N. J., comprising 1000 lots of American and
foreign gold, silver, and copper coins and medals.
Catalogues are now ready for distribution at the auction
store.

234

Sale at No. 1606 N. Broad street.

ELEGANT FURNITURE, RICH VELVET AND
BRUSSELS CARPETS, LARGE FRENCH PLATE
MANTEL MIRRORS, FRENCH MANTEL CLOCKS,
FRENCH CHINA DINNER SERVICE, WEBER
CONCERT GRAND PIANO-FORTE, ETU.

CONCERT GRAND PIANO-FORTE, ETC.
On Wednesday Morning,
Sept. 8, at 10 o'clock, at No. 1606 N. Broad street, will be
sold the furniture of a gentleman going to Europe, comprising elegant walnut parlor furniture, covered with sitkreps. resewood Weber concert grand plano-forte, large
French plats mantel mirrors, 3 elegant French mantel
clocks, rich velvet and Brussels carpets, walnut chamber
and library furniture, 3 French china dinner services. and library furniture, 3 French china dinner services, curtains, splendid musical box, dining room and kitchen furniture, etc.

The cabinet furniture is of superior quality, manufactured by Henkels, and has been in use but a short time. Catalogues can be had at the auction store on and after

Catalogues can be stated in the first stated as the furniture can be examined early on the morning of the furniture can be examined early on the morning of HORSES, CARRIAGES, HARNESS, ETC.

Also, at 1 o'clock, will be sold, one pair of bay carriage or louble harness. ouble harness. Also, one pair of dapple gray carriege horses, 16 hands igh, sound, kind, and gentle; will drive either single or

double.
Also, one family carriage, made by Watson.
Also, one set of double harness, silver-plated.
Also, one set of single harness, silver-plated.
Also, one set of single harness, silver-plated.
TO RENT.—The property to rent, including coachhouse and stable, with five stables on rear, fronting on
Carlisle street; lot 25 by 200. Apply at office of the auction

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

HANDSOME PARLOR, DINING-ROOM, LIBRARY,
AND CHAMBER FULNITURE, Rosewood PianoForte, French Plate Mantel and Pier Glasses, Brussels
and Other Carpets, Spring and Hair Mattresses, Sideboards, Bookcases, Cottage Suits, Office Furniture, Silver-plated Ware and Cuslery, Engravings, Decorated
China Chamber Sets, Etc.,
On Friday Morning.

At 9 o'clock, at the auction store, No. IIIo Chesnut st.,
will be sold, by catalogue, a large assortment of superior
furniture.

urniture.

SECOND-HAND FURNITURE.—Also a large assortment of furniture from families declining housekeeping.

973t

Sale at No. 220 Race street.

DRILL PRESS, HAND LATHES, ANVILS, BLACK-SMITHS TOOLS, 20 HORSE OVLINDER BOILER, SHAFFINGS, PULLEYS AND HANGERS, ETC.

On Tuesday Morning,
Sept. 14, at 10 o'clock, by catalogue, at No. 220 Race street, will be sold:—1 drill press; 2 hand lathes; lot of sharting, pulleys, and hangers; anvils; lot of blacksmiths tools; lathes; patterns one 23-horse cylinder boiler; bear tools; lathes; patterns one 23-horse cylinder boiler; bear scales; lot of machine tools, such as taps, dies, etc. 9 7 6t

Sale at No. 1939 Green street.

WALNUT AND MAHOGANY PARLOR, CHAMBER,
DINING ROOM AND KITCHEN FURNITURE,
CARPETS, CHINA. GLASSWARE, ETC.
On Thursday Morning,
Sept. 16, at 10 o'clock, at No. 1930 Green street, will be
sold, the entire household furniture, carpets, etc.
Particulars hereafter.

97.6t

C. D. McCLEES & CO., AUCTIONEERS, LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC. On Thursday Morning,
Sept. 9, at 10 o'clock, we will sell by catalogue about 1506
cases boots and shoes, including a large line of city-made

N. B. Sale every Monday and Thursday. MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 529 CHESNUT Street, rear entrance from Minor.

THE FIRST PHILADELPHIA TRADE SALE OF HEAVY AND SHELF HARDWARE, TABLE AND POCKET CUTLERY, ETC. Will be held at the auction rooms, No. 529 Chesnut street, in the latter part of September. Particulars hereafter. Sale No. 528 Chesnut street.

HANDSOME WALNUT PARLOR, DINING-ROOM, AND CHAMBER FURNITURE, 3 Rosewood Piana Fortes, Fine French Plate Mirrors, Elegant Sideboard, Handsome Extension Table, Set Harness, 2 Plate Glass Showcases, Fine Spring and other Mattresses, Bedding, China and Glassware, Office Furniture, Elegant Velvet, Brussels, and other Carpots, Cocoa Matting, Etc.

On Wednesday Morning,
Sept. 8, st 10 o'clock, at the auction rooms, No. 523 Chesnut street, elegant walnut furniture, etc.

BSCOTTS ART GALLERY, No. 1026 CHESNUT

DARPENTERS AND BUILDERS. R. R. THOMAS & CO.,

DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA. 5 26 3m CEORCE PLOWMAN

CARPENTER AND BUILDER.

No. 134 DOCK STRET, PHILAEEDCPHIA