EUROPE.

By an arrival at New York yesterday morning, we have the following European intelligence:—

The Royal Flag of Spain.

A Paris letter, in the *Nouvelliste* of Rouen, says: "Considerable emotion has been created at the Spanish embassy here by the intelligence that the captain of the steamer plying between Trouville and Havre had displayed the Royal flag of Spain at the moment when Queen Isabella took her passage to pay a visit to her mother, Queen Christina. This special fact, the responsibility of which rests entirely with the officer in question, gave rise, it seems, to representations on the part of the Spanish consul at Havre. But there is reason to suppose that the incident will not lead to any further result, and that the remonstrances made will fall to the ground in presence of a true explanation of the occurrence."

Loss of a Russian Frigate.

A letter from St. Petersburg says:—"The news of the loss of the frigate Oleg has unfortunately been confirmed by the arrival at Cronstadt of the first division of the armor-plated squadron. The disaster happened in this way:—On the 15th, at about 7 in the evening, the Commander-in-Chief gave a signal to tack to starboard, and in executing that maneuvre unskilfully, the floating battery Kremlin, mounting twenty guns, struck with its spur the Oleg, and made a large hole in her side below the water-line. The frigate immediately began to sink. All the ships of the division at once sent their boats to rescue the crew of the Oleg, consisting of 32 officers, forming the staff, and 497 sailors, the total number of persons on board being 545; and all but 16 were safely brought to land. The catastrophe took place between the islands of Hockland and Sommers, at a distance of seven and a half nautical miles from the southern lighthouse of the former."

A New Transatlantic Steamship Line.

From Galignani, Aug. 26.

A meeting has just been held at Stettin, in the Hall of the Exchange, to deliberate on the establishment of a direct line of steamers between that port and New York. Dr. Delbruck presided, and Dr. Schultz, on the part of the committee, read a report detailing the preliminary steps taken, and dwelling on the assurances of interest and sympathy in the undertaking which the committee had received not only in Germany and London, but likewise from America. A letter from Count de Bismark showed that the efforts now being made have the warm support and approbation of the Chancellor of the North-German Confederation. Among other things the minister observed:—"It will afford me sincere pleasure should you succeed in realizing your plan, for the proposed increased facility of communication by Germano-American steamers will not only be highly beneficial to our mercantile interests in general, but will also tend to draw closer the ties that unite our country with the American Union, the new home of so many Germans." It was agreed that the undertaking should be commenced with two vessels, and that the subscription list should not be limited to Stettin, as was at first proposed by the committee.

Rising of the Nile.

"Advices of August 14 from Alexandria," says the Malta *Times*, "state that the Nile continues to rise steadily, and the belief is that the navigation of the canal will in a few days be opened for large boats, when abundant supplies of produce may be looked for. About the growing crop of cotton it is as yet too early in the season to form an opinion of any value; but it may be mentioned that the rising of the Nile is satisfactory, and that the cotton plants thus far look strong and healthy."

Another Canal Project.

"Public attention," says the *Constitutionnel*, "is strongly taken up in Greece with a project of cutting through the Isthmus of Corinth, the breadth of which is only five kilometres (three and one-eighth miles). The expense is estimated at 12,000,000 of francs. The accomplishment of this plan would shorten the journey from Marseilles to Constantinople by at least fourteen hours, and that from Trieste to the same city by twenty. Baron de Lesseps will continue in Greece the work so gloriously and successfully terminated in Egypt. The idea is not a new one; Nero had even commenced a canal, the remains of which have been met with by the engineers engaged in this matter. A Cretan, M. Leonidas Lyghounes, director of the works on the embankments of the Nile, has made it his special business to examine the question thoroughly."

The French Vineyards.

Great consternation prevails throughout the wine-growing districts of France. A new disease of the grape has made its appearance in the neighborhood of Bordeaux, where it has already caused incalculable damage, and is now beginning to spread to the vineyards of Burgundy. According to a paper published on the subject by M. Planchon, this disease is caused by the ravages of a hitherto unknown insect, which he calls the *Philloxera vastatrix*, and which all the means usually employed in similar cases have utterly failed to extirpate. M. de la Loyere, in a report addressed to M. Drouyn de l'Huys, suggests that a reward should be offered for the discovery of a remedy that may serve to avert that which otherwise threatens to assume the the proportions of a national disaster. It was lately asserted in the Academie des Sciences that partially favorable results had been obtained in some parts by encouraging the propagation of a sort of woodlouse, which preys on the *Philloxera*.

Napoleon's Policy—The Minister of Foreign Affairs on the Crisis.

The Prince de la Tour d'Auvergne, Minister of Foreign Affairs, in opening the Council-General of the Vienne, said:—

"Thanks to the august initiative, the power of which we are accustomed to admire, France has passed in a few weeks from disorder to calm, and from uncertainty to confidence. To the liberal Message which the country saluted with its acclamations, have succeeded, first, the Senatus Consultum, submitted at this moment to the examination of the Senate, and next, the amnesty, which invites us all to reconciliation and union. These are assuredly important acts, and well calculated to increase our gratitude towards the Emperor and strengthen our confidence in the future. On my part, I feel no way embarrassed in speaking in this manner, for I am profoundly convinced that in this circumstance I remain the faithful interpreter of your thoughts. I doubt not but that in effect you all consider the Government to have entered frankly upon a line of conduct entirely in conformity with the aspirations of the country; and I venture to hope that you will all likewise feel confident of its persevering. This is its duty as well as its desire, and the assistance which wise and enlightened men of all parties will continue to lend will facilitate its task. Every interest should, besides, feel confidence in presence of the cordial accord which is daily growing stronger between the nation and the sovereign, who has just given proof once more that he knows how to protect with equal firmness our liberties, rights, and honor. I am too well aware of the sentiments which animate you to doubt for an instant that such is your manner of appreciating the situation. I shall have but a few hours to spend in the midst of you during this session, and so I will abstain from entering on those questions which are about to become the special subject of your deliberations. I I know, besides, that they are in good hands, and that the interests of our department cannot find more zealous or more experienced advocates than yourselves."

The Grand Issue Between English Democracy and Aristocracy.

The Manchester *Examiner* of the 24th of August calls attention to the following condensed report of an important meeting:—

A meeting of the working classes was held on Sunday morning on Clerkenwell Green, under the auspices of the Holborn (London) branch of the Reform League, for the purpose of hearing a lecture from Mr. C. Bradlaugh on "The Land and the People." There were about 1000 persons present, Mr. Osborne being in the chair. The lecturer said that to obtain life and happiness from the land was the right of all, and if there were any barrier in the way the attention of the people should be directed to its removal. The landowners of the country numbered but 30,000, and while in 1800 the land was taxed to the amount of £2,300,000, the rent received by the landed aristocracy being £22,500,000, in 1869 the rent received had increased to over £66,000,000, while the taxes paid had decreased to £1,750,000, in consequence of the redemption of the land tax. Referring to Mr. Mill's statement that the landed aristocracy had "grown rich while they slept," Mr. Bradlaugh said that it was not so, for the heads of families being provided for by the law of primogeniture and entail, the aristocracy had provided for the younger sons in other ways out of the country's earnings. The rights of property in land were different from those in possessions acquired by labor, and those who owned land now had no right to shut it up for pleasure when it would produce grain for the starving millions. He advocated reform in the land laws—firstly, because they had it in their power to reform them; secondly, because it was lawful; thirdly, because whether it was lawful or not they could do it, meaning thereby that the happiness of the nation was higher than mere legal right. The fact that England is a monarchical government was denied, the government being that of a landed aristocracy. He did not advocate the equal distribution of land, but he asked that the cultivator of the soil should share in the profits of his labor.

A eulogium of Mr. Gladstone closed the lecture.

A vote of thanks was given to the lecturer, and other speeches terminated the proceedings.

Where is Dr. Livingstone?

Mr. Burton's letter concerning Dr. Livingstone has called out a note from Horace Waller, who says:—

"Intelligence of another lake more to the westward than any yet discovered might at any moment lead our veteran explorer in that direction; again, the receipt of the discoveries made by Sir S. Baker (and these he would probably first hear of at Ujiji) would very likely lead him northwards in pursuit of the yet unsolved problem of the Nile system; whilst those who believe in his return to the east coast at Zanzibar as being his chief object have many shrewd opinions to rest their theory upon. His letters are singularly silent as to his intentions; many have never come to hand, and in these missing despatches his programme may fully be set forth.

"Dr. Livingstone knows just how to treat men as he finds them in Africa, making friends and avoiding enemies as far as possible, and likewise, in order that I may do away with a supposition which might otherwise crop up, to the effect that all such Arabs as he has met in the interior are in hostility to him, I had better quote a letter written at Lopero, September 25, 1867. Speaking of a detention of three and a half months, he says:—'I was most kindly treated by the heads of the Arab party—namely, Hamees Wodin Tagh, Syde ben Alli and Hamidi Mohammed. I send a note to his Highness Seyid Majid (Sultan of Zanzibar) by this same opportunity acknowledging the kindness of his people. I also give notes to the three head Arabs as a sort of testimonial. They have behaved like gentlemen throughout.' And in another place, 'I wish to give to Hamees a long single-barrelled rifle, etc.' Again, writing from Cazembe's, December 14, the last letter, I think, received from him, he adds, 'One of Syde ben Alli's men leaves this to-morrow to join his master in Buira. He and Hamees have letters from me to you.' In this letter we cannot trace the all-powerful presence of the Mascat Arabs at Cazembe's for evil against our traveller. The Sultan of Zanzibar is now the deadly enemy of the Ruler of Mascat, I may add. At the same time I do not see any reason to believe Livingstone is a captive at Cazembe's."

The Opening of the Suez Canal.

The *Grazer Tagespost* contains an interesting letter from Professor A. Reyer on the Suez Canal. The following is an extract:—

"Two circumstances render it doubtful whether the whole length of the canal will be navigable for large ships at the beginning of next November. They are, first, the fact that the salt lakes are only filling very slowly, as the current cannot be increased from the north for fear of injuring the sides of the canal and interfering with the machine at work there: and next, the rocky formation met with south of the lakes, which retards the progress of the works. These difficulties may perhaps be overcome, but there are others of a more serious nature which, while they will not delay the opening, may seriously affect the success of the undertaking.

"There are particularly the following points:—1. The harbor of Port Said is in danger of being filled up by the fine deposit brought down the Nile; 2. The fresh water basin of Port Said is too small, so that if the water-pipes are so seriously injured as to require lengthened repairs the whole population will be reduced to great straits; 3. In the Menzeleh lake it has been remarked that the wooden walls have in several places been severely strained and displaced. Such parts will demand frequent repairs; 4. The depth of the canal, eight metres, will not be sufficient for vessels with seven metres draught for any length of time, nor is it broad enough (22 metres) to allow large ships to pass each other easily. Its depth, if it be successful, will have to be increased to 9, or better still, 10 metres, and its width to 40 metres. 5. Even this would not render it possible for large steamers to use their wheels or screws in passing, for the machines used for deepening the canal cause waves one metre in height. Such vessels will therefore have to be drawn through by chains and machines standing on the banks. 6. For long distances the bed is dug in the sand. These parts must soon be walled up, or they will be destroyed and the whole labor lost. Many, indeed, are in favor of coating both sides with stone for the whole length. 7. The canal is in danger of being choked up by sand storm and washing from the sides. This will amount to 1,000,000 cubic metres per annum, which is twice the quantity calculated upon. Six large machines, each of eighty horse power, will have to be constantly employed in cleaning this sand away. It will be seen from the above that, even if the canal be opened at the appointed time, much important work will have to be done before the undertaking is really completed. This and the great outlay requisite to keep the whole in order will render it necessary to raise very heavy dues if it is to pay."

MUSICAL AND DRAMATIC ITEMS.

—Miss Kate Bateman is announced to appear at Booth's Theatre, New York, on the 20th instant.

—Mr. Edwin Adams is playing a successful engagement at McVickar's Theatre, Chicago. He appears to have made a great hit with his drama of *Enoch Arden*.

—Carlotta Patti will commence a series of concerts on September 20, under the management of Max Strakosch. She will open at Steinway Hall, New York.

—Lotta is playing a brilliant engagement in California, and is attracting the fullest houses of the season with *Fire Fly*, *The Old Curiosity Shop*, and other of her specialties.

—Mr. M. W. Leffingwell arrived in New York on Sunday from California, where he has been playing a very successful engagement. He is announced to appear in Washington on the 11th inst.

—A new opera, by Halevy, the score of which has just been obtained from the family of the late composer by M. Pasdeloup, is to be produced this winter at the Theatre Lyrique, Paris. It is entitled *Noe*.

—Mr. and Mrs. W. J. Florence have concluded an engagement with Manager Maguire, of San Francisco, and they expect to open in that city about the 4th of October. They will be succeeded by Mr. and Mrs. Barney Williams.

—A fairy piece has been brought out at the Gaiete Theatre, Paris, entitled *The White Cat*. About £10,000 is said to have been spent in getting it up. The principal character is played by Mad'lle Theresa, the ex-goddess of the concert-room, who is supposed to be transformed into a variety of bipeds and quadrupeds, and finally into a magnificent tabitha, under which guises she sings appropriate songs. Her imitations of the cat are said, by competent judges, to be very touching.

—A season of German opera is announced to commence at the French Theatre, New York, about the middle of October. The manager, Henry Wespheimer, sailed for Europe on September 2 to close the contracts with the leading artists. It is understood that the managers intend this to be the most complete German opera troupe that has ever appeared in this country, and that a number of important works will be produced for the first time. The musical director will be Carl Anschutz.

—Fraulein Fanny Januaschek is busily engaged in rectifying her English pronunciation with a view of appearing in the leading *roles* of the English drama. It will be a rare treat to see this fine artist in such parts as "Lady Macbeth," "Queen Catharine," and others that our tragedy queens have made famous, if she can only overcome the difficulties of the German accent. Fraulein Janauschek is a woman of great determination and strength of will, and if the thing can be done she will do it.

RAILROAD LINES.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.
Leave Philadelphia, foot of Market street, as follows:—
9·00 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. M.
Sunday Mail Train leaves Cape May at 5·10 P. M.
Cape May Freight Train leaves daily at 6·40 A. M.

TICKETS.
Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.
For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·20 P. M., passenger.
An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6·00 P. M. Returning, leaves Glassboro at 6·30 A. M.
Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN
For Cape May, Millville, Vineland, etc. etc., 9·20 A. M.
For Bridgeton, Salem, and way stations, 12·00 noon.
Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
WM. J. SEWELL, Sup't W. J. R. R.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia		9·20 P. M.
" " Williamsport		7·30 A. M.
" arrives at Erie		8·15 P. M.
ERIE EXPRESS leaves Philadelphia		11·50 A. M.
" " Williamsport		9·00 P. M.
" arrives at Erie		10·00 A. M.
ELMIRA MAIL leaves Philadelphia		8·00 A. M.
" " Williamsport		6·10 P. M.
" arrives at Lock Haven		7·30 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8·15 A. M.
" " Williamsport	9·15 P. M.
" arrives at Philadelphia	6·10 A. M.
ERIE EXPRESS leaves Erie	3·20 P. M.
" " Williamsport	4·25 A. M.
" arrives at Philadelphia	1·20 P. M.
ELMIRA MAIL leaves Lock Haven	6·50 A. M.
" " Williamsport	8·45 A. M.
" arrives at Philadelphia	7·15 P. M.
BUFFALO EXP. leaves Williamsport	12·20 A. M.
" " Harrisburg	5·10 A. M.
" arrives at Philadelphia	9·25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton. Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALFRED L. TYLER, General Superintendent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE 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 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 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take 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 Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

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 Chadd's Ford at 7·00 P. M.
The 7·00 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 excepted) 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 7·00 A. M. and 4·30 P. M. Trains for Baltimore Central Railroad.
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.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
No. 209 N. SECOND Street.
27wfm6m

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M. for Reading, and all intermediate stations, 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, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, 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 Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 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 Pottstown at 6·40 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5·40 A. M. and Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.
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. 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 6·45 P. M.
Harrisburg Accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 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 4·25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45, and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1·00 and 5·45 P. M.
PERKIOMEN RAILROAD.
Passengers for Skippack take 7·30 A. M., 4·30 and 5·15 P. M. trains for Philadelphia, returning from Skippack at 6·15 and 8·15 A. M. and 1·00 P. M. Stage 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 1·05 A. M. and 1·50 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 5·44 and 7·31 A. M. and 12·50 P. M., and arriving at New York at 11 A. M. and 12·30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail Train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·40 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8·55 A. M. and 3·20 P. M. for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove and Tremont, returning from Harrisburg at 7·45 A. M. and 3·40 P. M., and from Tremont at 6·45 A. M. and 5·05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
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. Nicolls, 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 Callowhill streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
BAGGAGE.
Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.
SUMMER ARRANGEMENTS.
Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7·45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 1·45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5·00 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 8·45 and 10·45 A. M., and 11·30 P. M.
For Abington at 1·15, 3·15, 5·20, and 8 P. M.
For Lansdale at 6·20 P. M.
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, 4·45, and 8·25 P. M.
From Doylestown at 8·25 A. M., 4·55 and 7·05 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 9·20, 10·35 A. M., and 3·10 P. M.
From Abington at 2·35, 4·35, 6·45, and 9·35 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 Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 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, Superintendent.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom.	$2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail	3·00
At 2 P. M., via Camden and Amboy Express	3·00

At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2 P. M., for Freehold.
At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.
At 8 and 10 A. M., 12 M., 2, 3·30, and 4·30 P. M., for Trenton.
At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6·30 and 10 A. M., 12 M., 3·30, 4·30, 6, 7, and 11·30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11·30 P. M. line leaves Market Street Ferry, (upper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.
At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and 10·15 A. M. and 6 P. M. for Bristol.
At 7·30 and 11 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.
At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, 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, $3·25.
At 11·30 P. M., Emigrant Line. Fare, $2.
At 9·30 A. M., 1·20, 4, 6·45, 8, and 12 P. M., for Trenton.
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 daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth street, 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.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (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 Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 4·35, 5·05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½ P. M.
Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5¾, 6¼, 8·05, 10·05, and 11½ P. M.
Leave Norristown at 5·40, 6½, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5¾, 6¼, 8·05, 10·05, and 11½ P. M.
Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, 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 7¼ 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 1¾ HOURS.
TAKES EFFECT SEPT. 1, 1869.
Through trains leave Vine Street Ferry as follows:—

Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express, through in 1¾ hours	3·15 P. M.
Atlantic Accommodation	4·15 P. M.

LEAVE ATLANTIC CITY.

Atlantic Accommodation	6·06 A. M.
Express, through in 1¾ hours	7·24 A. M.
Freight (with passenger car)	11·50 A. M.
Mail	4·17 P. M.

Local trains leave Vine street:—

Atco Accommodation	10·15 A. M.
Haddonfield do.	2·00 P. M.
Hammonton do.	5·45 A. M.
Returning, leave	
Atco	12·15 noon.
Haddonfield	2·45 P. M.
Hammonton	5·40 A. M.

SUNDAY 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.
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 from this date.
6 29 D. H. MUNDY, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.
Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·25 A. M., 9·30 A. M., 2·30 P. M., 4·15 P. M., 4·35 P. M., 7·15 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. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M.
Train leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4·35 P. M., and will change cars at B. C. Junction.
The Depot in Philadelphia is reached directly by the 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 arrival.
ON SUNDAYS.
Leave Philadelphia for West Chester at 8·00 A. M. and 2·30 P. M.
Leave Philadelphia for B. C. Junction at 7·15 P. M.
Leave West Chester for Philadelphia at 7·45 A. M. and 4·45 P. M.
Leave B. C. Junction for Philadelphia at 6·00 A. M.
WILLIAM C. WHEELER, General Superintendent.
4 10½

PHILADELPHIA RASPBERRY, JUCUNDA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. For sale by S. & C. E. FLETCHER, Delanco, N. J.

AUCTION SALES.

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

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
September 10, at 11 o'clock, on four months' credit. 9 4 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS.
On Monday Morning,
Sept. 13, at 10 o'clock, on four months' credit. 9 7 5t

RIBBONS.
Included in sale of
Monday next, 13th instant,
600 cartons bonnet and sash ribbons, of a well-known importation. 9 8 4t
Also, colored bonnet velvets, satins, gros de Naples, etc.

SALE OF 2000 CASES BOOTS, SHOES, ETC.
On Tuesday Morning,
September 14, at 10 o'clock, on four months' credit. 9 8 5t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1110 Chesnut street.
HANDSOME PARLOR, DINING-ROOM, LIBRARY, AND CHAMBER FURNITURE, Rosewood Piano-Forte, French Plate Mantel and Pier Glasses, Brussels and Other Carpets, Spring and Hair Mattresses, Sideboards, Bookcases, Cottage Suits, Office Furniture, Silver-plated Ware and Cutlery, Engravings, Decorated China Chamber Sets, Etc.,
On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chesnut st., will be sold, by catalogue, a large assortment of superior furniture.
SECOND-HAND FURNITURE.—Also a large assortment of furniture from families declining housekeeping. 9 7 3t

Sale at No. 920 Race street.
DRILL PRESS, HAND LATHES, ANVILS, BLACKSMITHS' TOOLS, 20-HORSE CYLINDER BOILER, SHAFTINGS, PULLEYS AND HANGERS, ETC.
On Tuesday Morning,
Sept. 14, at 10 o'clock, by catalogue, at No. 920 Race street, will be sold:—1 drill press; 2 hand lathes; lot of shafting, pulleys, and hangers; anvils; lot of blacksmiths' tools; lathes; patterns one 20-horse cylinder boiler; beam scales; lot of machine tools, such as taps, dies, etc. 9 7 6t

Sale at No. 1930 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. 9 7 6t

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

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC.
On Monday Morning,
September 13, at 10 o'clock, including a large line of city-made goods.
N. B. Sale every Monday and Thursday. 9 9 3t

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.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

LIPPINCOTT, SON & CO., AUCTIONEERS No. 240 MARKET Street.

BY B. SCOTT, JR., SCOTT'S ART GALLERY, No. 1020 CHESNUT Street, Philadelphia.

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
5 26 3m PHILADELPHIA.

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
No. 134 DOCK STREET, PHILAEEDLPHIA 3 8

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
The trains of the Pennsylvania 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 streets, and at the Depot.
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.
TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodat'n	10·30 A. M., 1·10 and 7·10 P. M.
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	9·30 P. M.
Erie Accommodation	11·00 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 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	2·45 A. M.
Philadelphia Express	6·20 A. M.
Erie Mail	6·20 A. M.
Paoli Accommodation, 8·20 A. M., 4·05 and	6·35 P. M.
Fast Line	9·35 A. M.
Parkesburg Train	9·10 A. M.
Lancaster Train	12·30 P. M.
Erie Express	6·10 P. M.
Day Express	1·30 P. M.
Pacific Express	8·25 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume 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.
4 29 EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WINDOW SCREEN.

A GOOD THING.
IMPORTANT TO HOUSEKEEPERS
HOTELS, BANKS, OFFICES, ETC.
The Patent Adjustable Window Screen
WILL FIT ANY WINDOW,
Give ventilation and light, screen from view, and exclude
FLIES, MOSQUITOES,
AND OTHER INSECTS.
For sale by Dealers in House-furnishing Goods.
THE ADJUSTABLE WINDOW SCREEN COMPANY,
SOLE MANUFACTURERS,
6 12 stuth3m No. 623 MARKET St., Philadelphia.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.
WINCHER, HARTMAN & CO.'S
WASHING AND CLEANSING POWDER
Is unequalled for scrubbing Paints, Floors, and all household use. Ask for it and take no other.
4 23 3m W. H. BOWMAN, Sole Agent, No. 1156 FRANKFORD Road.

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice. 6 25