The Coinage of Japan.

On matters of trade and currency, which, as we so well know, have the most direct and vital bearing upon each other, the people of Japan have been instructed to some extent by the Dutch, with whom their trading transactions have hitherto been almost exelusively carried on. The information thus gained nevertheless was of a limited kind, and was probably sought for the purpose of meeting the internal wants of the country, and the consequence was the establishment of a system of colunge by no means cosmopolitan in its appli cation, but, on the contrary, most narrow and artificial. The coinage of Japan was, however, it must be admitted, carefully devised, from on point of view, for its especial object, and its arrangement, though presenting startling anoma-lies to those unaccustomed to it, was not ill adapted to the daily necessities of the native population.

The treaty which was completed to 1858, conjointly between Great Britain, America, and Japan, and which, to a very limited degree, opened up commerce between the three countries, first induced the Japanese to take into carnest consideration the pature and peculiarities of their own metallic currency, and its adaptability or otherwise to the purposes of foreign trade. This consideration was a fact forced upon them by pressure of the strongest influence which it is said can operate upon traders in generals—that of self-interest. To make this point more clear and intelligible, let us describe the coloage of Japan as it was ar-ranged at the period just cited. The principal coins circulating anterior to 1858 were the gold kobang, the gold itzebu, and the silver itzebu. The original kobang of gold was worth about 18s. 3[d., or 18s. 5d. British. The gold itzebu was worth ope-third of the gold kobang, and the silver itzebu equalled in value is. 4d.

English money.
At the time of the partial opening up of foreign trading transactions, the kobang circulated in Japan at four itzebus, although its European value was actually nearly fourteen itzebus! The immediate consequence latter circumstance on the sharp traders of America and England was to induce them to buy up all the kobangs that came in their way at the Japanese valuation. By this proceeding, which no doubt enlightened the poor nasives, and revealed to them the truly commercial character of their new customers, the latter gained large sums of money. The lesson thus practically taught and forcibly illustrated was speedily learned by the Japanese, who set about purchasing the remaining kobangs. The necessarily was a total disappearance of the kobang from the channels of general circu-

The First Advertisement.

The London City Press says:—
"The first known newspaper advertisement is one which refers to the theft of two horses. It is contained in an early number of a paper called the Imperial Intelligencer, published in the year 1648. It was inserted by a gentleman of Candish, in Suffolk. After this these notifications were very few and far between for several years, until we approach the era of the London Gazette. Here, for some time, they assumed no very definite form, consisting merely of a short official notice in italics at the ead of each Gazitte, and not headed with the title of 'advertisement.' One of the first called by this name in this paper is contained in the number for May, 1667. It is sufficiently remarkable to deserve resuscitation, and runs as follows:—'An advertisement.-We are, by his Majesty's com-mand, to give notice, that by reason of the great heats which are growing on, there will be no turther touching for the evil till Michaelmas next, and, accordingly, all persons concerned are to forbear their addresses till that time.

In Chambers' Journa', in an article on "Early Newspaper Advertisements," we read:— 'Charging for advertisements commenced at a very early period. A few at first might have been inserted gratuitously, but the revenue flowing from this source was so obvious a consideration that the practice soon began of charging a fixed sum for each."

"In the Mercurius Librarius, a bookseller's

paper, it is stated that, 'To show that the pub-lishers design the public advantage of trade, they will expect but sixpence for inserting any book, nor but two lyepence for any advertise-ment relating to the trade, unless it be excessive long." The next intimation as to price is in the Jockey's Intelligencer, which charged one shilling for each, and sixpence for renewing. The Observator, in 1704, charged one shilling for eight lines; and the Country Gentleman's Courant, in 1706, inserted advertisements at two pence per line. The Public Advertiser charged for a length of time two shillings for each insertion.'

Old Documents in France.

The Council-General of the Department of Seine inferieure at its last session received a report on the contents of the archives. The catalogue, ordered and to be paid for by the city of Rouen, is now complete to the letter G. The museum of Rouen is making a collection of fac-similes of the more valuable seals. Sixteen hundred impressions have already been secured, nearly all of them in plaster. Among the most interesting papers are those dated at the end of the seventeenth century, in which archbishops, bishops, archdeacons, and other clergy express conviction that the attempts to convert Protestants by repressive measures is a failure. A series of court records give many curious details of the prison discipline used in the six-teenth century. One of these documents is de-scribed by a Paris journal.

Under date of January 21, 1544, the records

Contain a copy of certain letters patent from Lonis XII, dated at Blois, March 12, 1505. From these it appears that there was a prison in Rouen, known as the 'Stone House,' the failor of which availed himself of a privilege granted to him by the King, to treat his prisoners as he pleased—that is, with an exacting and captions to the pleased—that is, with an exacting and captions to the contains a factor of the contains the contain tyranuy. At last, he went so far as to claim the custody of the prisoners coming from the Cour-des Aides. The King refuses in these letters to order prisoners from this court to be put in his keeping, saying that they shall be sent to a respectable prison-prison honnete-where they will have equitable treatment.

MISCELLANEOUS ITEMS.

-The amount paid for freighting over the Santa Fe route last year was \$22,000,000. -John Brougham calls the victims of pretty waiter girls Saloonites.

-The gentleman who took the chair was not arrested for larceny.

-Madders colors red. This is the reason why the madder you get the redder you grow. -The yield of chesnuts, walnuts, and butternuts in Vermont this season, will be larger than any previous season for many years. -Mrs. Ellis, the author of "The Women of

England," has in press a new three-volume novel entitled "Northern Roses." -Jenkins says that the author of "Beulah"

Glooks as if she would weigh about 115 pounds." -The proprietor of the White Sulphur

Springs, in Virginia, is said to have made \$40,000 this season. -During the past year barges have brought

more freight to New Orleans than the steam-

-The French soldiers are each to carry a medicine box on the waist belt. Kill or cure

is their motto. -Gross people are to be severely avoided; but we see no reason why one who is a grocer

may not be cultivated in a friendly way. -The Theatre Comique, of Chicago, has been closed by the authorities. It has become

a den of thieves. -Mark Twain's first effort as a "writist" according to the Memphia Bulletin, was while

he was a Mississippi river boatman. -One of the earliest and most important Mohammedan histories has been translated into French by Dr. Zotenberg, an eminent German scholar.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-lature of Pennsylvania, 1885. Office, S. E. corner of THIRD and WALNUT Streets,

Office, S. E. corner of THIRD and walls of Streets,
Philadelphila.
MARINE INSURANCES
on vessels, cargo, and freight to all parts of the world,
INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to
all parts of the Union.
On merchandiae generally.
On Stores, Dwelling-Houses, etc.

ASSETS OF THE COMPANY
November 1, 1806.
gloc.500 United States 5 Per Cent. Loan, \$114,000°D 120,000 United States 6 Per Cent. Loan, 1880
200,000 United States 7 2-10 Per Cent.
Loan, Treasury Notes.
125,000 City of Philacelphia 6 Per Cent.
Loans (exempts)
54,006 State of Pennsylvania 6 Per Cent.
Loan
66,000 State of Pennsylvania 5 Per Cent.
Loan 136,500°00 211,500*00 120,862:50 54,700'00 44,650109 20,000 State of New Jersey Elx Per Cent. 50,730100 20,500100 24,250.00 20,756'0

7,000 State of Tennessee Six Per Cent. Tool State of Tennessee Six Per Cent,
Loon.

15,000 800 shares Stock of Germantown
Gas Company (principal and interest guaranteed by the city of
Philadelphia).

7.159,143 Shares Stock of Pennsylvania
Railroad Company.

5.000,100 Shares Stock of North Pennsylvania Railroad Company.

*20,000 80 Shares Stock of Philadelphia and
Southern Mail Steamship Companys. 8,558*23 3,95910 20,0000

18,000 00

195,900:00 \$1,045,000 par. Market value...\$1,070,28073 Resi Estate. Cost. \$1,080,552705. 85,000*00 Bills receivable for insurances made. 27,037*20 Balance due at agencies—Premiums on Martine Policies, Accrued Interest, and other debts due to the Company 38,523*00 Berlip and Stock of sundry Insurance and other Companies, \$5173. Estimated value. 2,300*00 Cash in Bank, \$811,102*26. Cash in Drawer, \$447*14. 41,540*00

\$1,407,321.5 *This being a new enterprise, the Par is assumed as the market value,
Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Edmund A. Souder,
Theophilus Paulding,
James Tragsair,
James Brooke,
James Tragsair,
Edward Lafourcade, Henry Sloan,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade,
Jacob P. Jones,
James B. McFarland,
Joshus P. Eye,
Spencer McLivaine,
J. B. Semple, Pittabury John R. Penrose,
James Tragmair,
Henry C. Laffett, Jr.,
James C. Hand,
William C. Ludwig
Joseph H. Seal,
George G. Leiper,
Hugh Cralg,
John D. Taylor,
Jacob Biegel,
THO George G. Lelper,
Hugh Craig,
John D. Taylor,
Jacob Blegel,
THOMAS C. HAND, President,
JOHN C. DAVIS, Vice-President,
HENBY LYLBURN, Secretary.

1829-CHARTER PERPETUAL

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE: NOS. 435 AND 437 CHESNUT STREET, ASSETS ON JANUARY 1, 1867,

\$2,553,146-13. ..\$400,000.0 Accrued Surplus 946,71398

UNSETTLED CLAIMS, INCOME FOR 1866. LOSSES PAID SINCE 1829 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms, DIRECTORS, George Fales, Alfred Filier, Francis W. Lewis, M. D., Peter McCali, Thomas Sparks, harles N. Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea, CHARLES N. BANCKER, President, GEORGE FALES, Vice President, J. W. McALLISTER, Secretary pro tem, [8111231]

INSURANCE COMPANY

GE. NORTH AMERICA.

OFFICE, No. 2-2 WALNUT S , PHILADELPHIA, INCORPORATED 1794, CHARTER PERPETUAL.

CAPITAL, \$500,000. ANNETS JANUARY 8, 1807 \$1,763,267:30 INSURES MARINE, INLAND TRANSPOR. TATION AND FIRE RISKS.

DIRECTORS, Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, Bichard D. Wood, William Welsh, S. Aiorria Wain, John Mason, ARTHUR G. COFFIN, President, Charles Platt, Secretary, William BUEBLEE, Harrisburg, Pa., Central Agent for the State of Pennsylvania.

ENOVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
NO, HI SONID FOURTH Street,
INCORPORATED 3d MONTH 22d, 1865,
CAPITAL, \$100,000, PAID IN,
Insurance on Lives, by Yearly Premiums; or by 8,
or 20 year Fremiums, Non-forielture,
A muttles granted on favorable terms.
Term Policles, Children's Endowments,
This Company, while kiving the insured the secrets.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the tale business among its policy holders, moreys received at interest, and paid on demand. Authorized by charter to execute Trusts, and to act Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment any Court of this Commonwealth, or any person or errous, or bodies politic or corporate. rsons, or bodies politic or corporate,

DIRECTORS,
AMUEL R. SHIPLEY,
OSHUA H. MORKIS,
HIENRY HAINES,
OSHUA H. MORKIS,
HIENRY HAINES,
HIENRY HAINES,
HIENRY HAINES,
HIENRY HAINES,
W. C. LONGSTRETH
WILLIAM HACKER,
SAMUEL R. SHIPLEY,
President,
WM. C. LONGSTRETH, Vice President,
THOMAS WISTAR, M. D.,
J. B. TOWNSEND,
Y271 Medical Examiner,
Legal Advisor,

THE INSURANCE EXCLUSIVELY,—THE
PENNSYLVANIA FIRE INSURANCE COMLOW ALNUT Street, opposite Independence Square.
This Company, favorably known to the community
of over forty years, continues to insure against loss
of damage by fire on Public or Private Baildings,
their permanently or for a limited time. Also, on
furniture, Stocks of Goods, and Merchandise genealty, on liberal terios.
Their Caphal, together with a large Surpius Fand,
lavested in the most careful manner, which enables
ham! I offer to the insured an undoubted security in
the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Alexander Beneon,
Lasac Hanielurst,
Thomas Robbins,
Daniel Haddock, Jr.,
DANIEL SMITH, Jr., President WILLIAM G. CHOWELL, Secretary.

DHENIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1864—CHARTER PERPETUAL,
NO. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by
FIRE for liberal terms on buildings, merchandise,
urniture, etc., for limited periods, and permanently
on buildings, by deposit of premium.
The Company has been in active operation for more
han SIXTY YEARS, during which all losses have
een promptly adjusted and paid,
een promptly adjusted and promptly adjusted and paid,
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een promptly adjusted and paid,
een promptly adjusted and paid,
e

SAMUEL WILCOX, Secretary

INSURANCE COMPANIES.

PROOKLYN LIFE INSURANCE

OF NEW YORK, MUTUAL.

POLICIES NON-FORFEITABLE. Thirty days grace given in payment of Premiums. No extra charge for residence; or travel to any portion of the world. Dividends declared annually, and paid in cash. Dividend in 1887, to per cent.

E. B. COLTON.

GENERAL AGENT.

N. E. CORNER SEVENTH AND CHESKUT.

Agents and Solicitors wanted in all the cities and towns in Pennsylvania and Southern New Jer-

GIRARD FIRE AND MARINE INSURANCE COMPANY,

(No. 639) N. E. COR. CHESNUT AND SEVENTH STS.

PHILADELPHIA. CAPITAL AND SURPLUS OVER \$360,000 INCOME FOR 1866, \$103,984. Losses Paid and Accrued in 1865, 847,000

Of which amount not \$3000 remain unpaid at this date \$100,000,000 of property has been successfully insured by this Company in thirteen years, and Eighs Hun-dred Losses by Fire promptly paid.

DIRECTORS.
Siles Yerkes. Jr.,
Alfred S. Gillett,
Illar, N. S. Lawrence,
Charles I. Dupont,
rn, Henry F. Kenney, Farman Sheppard Phomas MacKellar, John W. leghorn, Joseph Kiapp, M. D. THOMAS CRAVEN, President A. S. GILLETT, Vice-President, 2 22fmw; JAMES B. ALVORD, Secretary

LUMBER.

1867.—SELECT WHITE PINE BOARDS 4-1, 5-1, 5-1, 25, 25, 3, and 4 inch choice PANEL AND ist COMMON, 15 feet long. 4-4, 5-4, 5-4, 2, 2, 3, and 4 inch WHITE PINE, PANEL PATTERN PLANE, LARGE AND SUPERIOR STOCK ON HAND,

1867.-BUILDING! BUILDING
BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING,
54 CAROLINA FLOORING,
54 DELAWARE FLOORING,
54 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
WALNUT FLOORING,
SPRUCE FLOORING,
SPRUCE FLOORING,
BYEP BOARDS,
RAIL PLANK,
PLASTERING LATH,

1867. CEDAR AND CYPRESS 1867. WALNUT BOARDS.
WALNUT BOARDS.
WALNUT BOARDS.
WALNUT PLANK.
LARGE STOCK-SEASONED.

1867. LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS LED CEDAR, WALNUT, AND PINE.

1867.—ALBANY LUMBER OF ALL KINDS, ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS,

ROSEWOOD, AND WALNUT VENEERS. 1867. CIGAR-BOX MANUFAUTURERS, SPANISH CEDAR BOX BOARDS, -CIGAR-BOX MANUFACTURERS,

1867.—SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
11 PM No. 250 SOUTH STREET.

(s. BUILDERS' MILL. NOS, 24, 26, AND 28 S. FIFTEENTH ST.,

ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber at low prices,

WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Newels, Balusters, Bracket and Wood Mouidings. WOOD MOULDINGS, BRACKETS, BALUSTERS

AND NEWELS, Walnut and Ash Hand Railing, 3, 3)4, and 4 laches, BUTTERNUT, CHESNUT, and WALNUT

J. C. PERKINS, LUMBER MERCHANT,

Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment f Building Lumber. 6 242

STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED NOTICE.—THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so, constructed as to at once commend itself to general favor, being a combination of wrought and east iron. It is very simple in its construction, and is perfectly airlight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright dues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air ss produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly heatthy atmosphere.
Those in want of a complete Heating Apparains would do well to call and examine the Golden Eagle.

CHARLES WILLIAMS,
Nos. 1132 and 113 4MARKEF Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire Board toyes, Low Down Grates, Ventilators, etc., always n hand. N. B.—Jobbing of all kinds promptly done. 5 lol

THOMPSON'S LONDON KITCHENEB;
OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT BIZES. Also, Failadelphia Ranges,
Fireboard Stoves, Eath Boilers, Lowdows Grates,
Fireboard Stoves, etc., wholesale and retail, by
the manufacturers,
527 stuthem

THOMPSON'S LONDON RITCHENEB;
HOLDON, SEWHOLE HOLDON,
627 stuthem

THOMPSON'S LONDON RITCHENEB;
HOLDON, SECOND Street,
NO. 209 N. SECOND Street,

FERTILIZERS.

A MMONIATED PHOSPHATE AN UNSURPASSED PERTILIZER

For Wheat, Corn, Oats Potatoes, Grass, the Vegetable Garden, Fruit Trees, Grape Vines, Etc. Etc. This Fertilizer contains Ground Bone and thebes fortilizing Sale. Price \$60 per ton of 2000 pounds. For sale by the genuisciturers.

WILLIAM ELLIS & CO., Chemists. No. 724 MARKET Street.



T. STEWART BROWN. FOURTH & CHESTNUTSTS TRUNKS, VALISES, BAGS, RETIGULES, SHAW STRAPS, HAT CASES, POCKET BOOKS, FLASKI and Traveling Good generally.

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brancis
Tent, Awuing, Trunk, and Wagon Cover Duci
Also, Paper Manufacturers' Drier Felts, from oneseveral feet wide: Fauling, Belting, Sail Twine, etc.,
JOHN W. EVERMAN & CO.,
100 IONES Alley. tho. 100 JONES' Alley.

RAILROAD LINES,

READING RAILBOA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
FALL ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, September 30, 1867,
Lesving the Company's Depot, at TRIRTEENTE
subd Callow Hill Streets Philadelphia, at the following hours:—

Leaving the Company's Depot, at TRURTEDENTH and CallowHill Streets Philadelphia, at the following hours:

NORNING ACCOMMODATION,

A17:0A. M., for Reading and intermediate Stationa Returning, leaves Reading at e.50 P. M., arriving in Philadelphia at 9:0 F. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagua, Sunbury, Williamsport, Eilnira, Rochester, Nisarra Falis, Huffano, Allentown, Wilkesbarre, Pittston, York, Carliale, Chambersburg, Hagerstown, etc. etc., at Pennsylvania Reliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT (LINTON with Catawissa Raliroad trains for Williamserg, Lock Haven, Elmira, etc., etc., at PORT (LINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc., et HARRISBURG with Northern Central Oumberland Valley and Schuylkill and Sasquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS AFTERNOON EXPRESS

Leaves Friladelphia at 3-30 P. M., for Bending Polisville, Harrisburg, etc., connecting with Reading and Columbia Radional trains for Columbia, etc.

POTISTOWN ACCOMMODATION
Leaves Fottsiown at 6-45 A. M., stopping at Intercediate Stations; agrives in Friladelphia at 9-5 A. M. Returning, leaves Philadelphia at 5-5 P. M.; arrives in Pottstown at 8-50 P. M.; arrives in Pottstown at 8-50 P. M.; arrives in Pottstown at 8-50 P. M.; arrives at the stopping at all way stations, arriving at Fhiladelphia at 5-50 P. M.; arrives a Reading at 7-50 A. M., atoping at all way at attorn, arriving at Fhiladelphia at 5-50 P. M.; arrives a Reading at 7-50 P. M.; arrives at Reading at 7-50 P. M.; arriving in Philadelphia at 6-15 P. M.

Harrisburg at 2-45 P. M.; arriving in Philadelphia at 6-45 P. M.; Arriving in Ph

HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Atternoon Accommodation south at 6-50 P. M., arriving in Falls delphia at 9-10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12-45 noon for Politsville and all way stations. Leaves Pottsvilleat 7-95 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at 8-06 A. M., and Philadelphia at 3-17 P. M. Leave Philadelphia for Reading at 8-50 A. M., returning from Reading at 8-27 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediats points take the 750 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 670 A. M. and 170 P. M.
M. and 170 P. M.
NEW YORK EXPRESS FOR PITTSBURG ANI
THE WEST
Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 170 A. M. and 150 and 1000 P. M.
and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad express trains for Pittsburg, Chicago. Whilamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on ar
rival of the Pennsylvania express from Pittsburg, at
3 and 875 A. M. and 4 P. M., passing Reading at 42
and 1030 A. M., and 4 20 and 113 P. M., and arriving
in New York at 1010 A. M., and 440 and 520 P. M.
Sleeping cars accompany these trains through between
Jersey City and Pittsburg, without change.
A mail train for New York leaves Harrisburg at 24
p. M. Mail train for Harrisburg leaves New Yorl
at 12 M.
SCHUYLKHLL VALLEY RAILROAD. CHESTER VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 11:30 A. M., and 7:1 P. M., returning from Tamaqua at 7:38 A. M. and 1:2 and 4:15 P. M. and 4'15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAFLEOAL
Trains leave Auburn at 7:50 A. M. for Pinegrove and
Harrisburg, and 1:30 P. M. for Pinegrove and Tremont
returning from Harrisburg at 3:20 P. M., and from Tremont at 7:30 A. M. and 5:25 P. M., and from Tremont at 7:30 A. M. and 5:25 P. M.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canada.

all the principal points in the North and West and Canada.

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 only for one day, 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. 237 S FOURTH Street, Philadelphia, or of G. A. NICOLLS General Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent. discount, between any points desired

At 25 per cent, discount, between any points desired for samilies and firms.
MILEAGE TICKETS, MILEAGE TICKETS,

Good for 2000 Tiles between all points, \$220 each
for families and firms.

BEASON TICKETS,

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

CLERGY MEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sanday, and Monday, at reduced fare, 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 Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Fhiladelphia daily at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebanon, Flarrinburg, Potts ville, Port Clinton, and all points forward.

Close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 21 F. M.

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OUT. 8, 1807.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the 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 Wainut Streets curs run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sieeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot. and at the Dejot.

Agents of the Union Transfer Company will call for and geliver baggage at the Depot. Orders left at No. 601 Cheannt street, or No. 1 South Eleventh street, will receive attention, TRAINS LEAVE DEPOT, VIZ.:-

daily, except Sonday.

The Western Accommodation Train rons daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street.

TRAINS ARBIVE AT DEPOT, VIZ:

Cincinnati Express 120 A

Philadelphia Express 710 A

Erie Mail 710 A Paoli Accommodation, No. 1.....

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

DHILADELPHIA AND ERIE RAILROAD .-BUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Fennsylvania.

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1967, the trains on the Philadelphia and Eric Sallroad will run as follows:—

RAILROAD LINES,

At 6 A. M., via Camden and Jersey City, Express

lorence. At 6 and 16 A. M., 1, 5:30, 5, 6, and 11:30 P. M., for Edge-cater, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3:30, 6, and 11:30 P. M., for Fish ouse.
The I and II'm P. M. Lines leave from Market treet Feiry, upperside.
Lines FROM KENSINGTON DEPOT

Will leave as follows:— At II A. M., 430 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$2.

At S, 19:15 and 11 A. M., 2:30, 2:30, 4:30, 8, and 12 P. M., for Trenton and Bristol,
At 8 and 19:13 A. M., 2:30, 5, and 12 P. M., for Morris-At 8 and 10:15 A. M., 2:30, 4:30, 5, and 12 P. M., for

At sund 10 ib A. M., 230, 430, 5. and B P. M., for Eddington, At 10 ib A. M., 230 and 5 P. M., for Eddington, At 720 and 10 ib A. M., 250, 4, 5, 5, and 12 P. M., for Cornwell's, Torredate, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERS DELAWARE RAILEGAD LINES, From Kensington Depot, At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgus, Elmirs, Ithaca, Owego, Rochester, Singhamton, Oswego, Syracuse, Great Bend, Montrese, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. At 5 A. M. and 8:30 P. M. for Beividere, Easton. ambertville, Flemington, etc.
The 370 P. M. Line councils direct with the Trainerving Easton for Mauch Chunk, Alientown, Bethle At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-Inter from West Friday 1 (1994) and 1995 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$125.

The 6:20 P. M. Line will run daily. All others, October 7, 1867. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing MONDAY, September 30, 1867, Trains
will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 8-30 A, M. (Sundays excepted,
for Builtimors stronging at all regular strains.) Way Mail Train at \$30 A. M. (Sundays 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.

Express Train at 370 P. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 370 P. M. (Sundays excepted) for Baltimore and Washington, Newbort, Stanton, Newark, Elitton, Northosst, Charlestown, Perryville, Havve-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rin.

Night Express at 1700 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Satordays excepted) with Delaware Railroad Line, stopping at Newarste, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norbik, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11 M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1730, 4730, 5700, and 1176.

Wilmington.

Leave Philadelphia at 130, 430, 800, and 1126 (daily) P. M. The 470 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 640 P. M. Train runs to New Carlle.

Leave Wilmington at 7 and 8 A. M., 470, and 836 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA

Leave Railmore 723 A. M., Way Mail. 935 A. M.

FROM BALTIMORE TO PHILADELPHIA
Leave Baltimore 7:3 A. M., Way Mall, 9:35 A. M.
Express, 2:5 P. M., Express, 6:35 P. M., Express
8:55 P. M., Express,
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8:35 P. M., stopping at Havre
de-Grace, Perryvilla, and Wilmington. Also stops at
Northeast, Elkton, and Newark to take passengers
for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers
from Washington or Baltimore.
Throngn Tickets to all points West, South, and
Southwest was to produce at the Ticket Office, No.
828 CHESNUT Street, under the Continental Hotel. Southwest was he produced at the Ticket Office, No. 828 CHESNUT Street, under the Continuintal Hotes, where, also state rooms and borths in steeping cars can be secured during the day. Persons perchasing tickets at this office can have their baggang chasked at their residence by the Union Transfer Company, 48?

H. F. KENNEY, Superimendent,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
WINTER ARRANGEMENT.
On and after MONDAY, October 7, 1887, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 74. A. M.,
11 A. M., 2'30 P. M., 4'15 P. M., 4'50 P. M., 0'.5 P. M., and
11'30 P. M. Have a minute philater west Chester, at 74. A. M., 11 A. M., 230 P. M., 415 P. M., 420 P. M., 55 P. M., snd 11 a0 P. M.
Leave West Chester for Philadelphia, from Depoon East Market street, at 625 A. M., 745 A. M., 810
and 10 45 A. M., 175 P. M., 456 and 655 P. M.
Trains leaving West Chester at 8500 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.
Passengers to or from stations between West Chester and B. C. Junction going cast, will take train
leaving West Chester at 745 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
trainer at B. C. Junction.
The Market Street cars will be in waiting, as osnal,
at Thirty-first and Market streets, on the arrival of
each train, to convey passengers into the city; and
for lines leaving the Depot take the cars on Market
street, the last car connecting with each train leaving
Front and Market streets thirty minutes previous to
detarture.

Front and Market streets thirty minutes previous to departure.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Cambers and Amboy RR. office, at Wainut street wharf, passing out Wainut street to the depot.

ON SUNDAYS.

Leave Philadelphia at \$20 A. M. and 2 P. M.
Leave West Chester at 755 A. M. and 4 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 745 A. M. and 470 P. M., and leaving Philadelphia at 745 A. M. and 470 P. M., connect at E. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as organge, and the Company will not in any case be respossible for an amount exceeding one hundred dollars, unless a special contract is made for the are he responsible for an amount exceeding the for the gred dellars, unless a special contract is made for the HENRY WOOD, General Superintendent

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1837.
FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 53, 35, 4, 5, 52, 610, 7, 8, 9, 19, 11, 12 P. M.
Leave Germantown 8, 7, 74, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 8, 4, 45, 5, 65, 7, 8, 9, 10, 11 P. M.
The 820 Down Train and 25 and 5M Up Trains will be stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 34, A. M., 2, 7, 108, P. M.
Leave Germantown 33, A. M., 1, 6, 35, P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 8M, 6M, 7, 9
and 11 P. M.
Leave Chesnut Hill 7:10, 8, 940, and 11:40 A. M. 1:40
210, 5:40, 8:40, and 10:30 P. M.
Leave Philadelphia 10, A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M., 2 and 5 SW, and 928
P. M.
Leave Chesnut Hill 7:50 A. M., 12:40, 5:40, and 928
P. M.
Leave Consholdors En. And Norristown.

Leave Chesnut Hill 780 A. M. 1280, 540, and 929
P.M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 75, 9, and 1195 A. M. 134, 8, 15, 55, 504, 805, and 11-2 P. M.
Leave Norristown 540, 7, 730, 9, and 11 A. M. 134, 8, 15, 604, and 89 P. M.
Leave Norristown 7 A. M. 230 and 715 P. M.
Leave Norristown 7 A. M. 230 and 715 P. M.
Leave Norristown 7 A. M. 330 and 9 P. M.
Leave Philadelphia A. M. 230 and 1195 A. M. 134, 8
Leave Philadelphia 755, 8, and 1195 A. M. 134, 8
Leave Manyunk cu. 715, 822, 955, and 1156 A. M. 3
Leave Philadelphia 3 A. M. 23, and 156 A. M. 3
Leave Philadelphia 3 A. M. 24, and 156 P. M.
Leave Philadelphia 3 A. M. 24, and 156 P. M.
Leave Manyunk 75 A. M. 6 and 956 P. M.
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Leave Manyunk 75 A. M. 6 and 956 P. M.

FOR CAPE MAY BY RAILROAD, FROM FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry), 1 Commencing TU ESDAY, September 3, 1867, 4*68 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND. 9,60 a. M. MORINING Mail.
The SUNDAY MAIL and PASSENGER TRAIN SAYES Philadelphia at 700 A. M., rounning leaves Cape Island at 800 P. M.
Committation telecis, good for ONE, THREE, of CWELVE months, can be procured at the Office of the Company, Camden, N. J.
Through tickets can be procured at No. 828 Chemmatreet (under the Continental Huist). Percent our cheating tickets at this office can have their tag once can have their tag may checked at their residences.

WEST JERSET BALLROAD LINES. The Mark Carl Stead (Under Ferry), Commonding THESDAY, September 17, 1687, Commonding THESDAY, September 17, 1687, For Trialgeton, Same Vindland, Sciville, and Instrumental States, 100 and 100 P. M. For Cape May 200 P. M. A. M., and 200 P. M. For Cape May 200 P. M. Second Covered What Train leaves Canades at 12 M. (nonn) daily. Freship will be received at Second Covered What Second Covered What Second Covered What Second Covered May 200 M. M. Will Scivil 200 P. M. May 200 M. M. Will Son Covered the analysis received before 200 A. M. Will go forward the analysis.

mi Delivery, No. 75 H. DELAWARE Avenue, WILLIAM J. EWELL, Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmer, Pittston, Scianton, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

On and after WEDNESDAY, May 8, 1877, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—Atvas A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Rallroad, connecting at Bethlehem with Lehigh Valley Rallroad, connecting at Bethlehem with Lehigh Valley Rallroad, connecting at Bethlehem with Lehigh Valley Rallroad, white season, Canasangua, Statington, Manch Chunk, Weatherly, Jeansville, Hazelton, White Haven, Wilkesbarre, Pittston, Scrauton, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Rallroad, for Mahanoy City, and with Catawissa Rallroad, for Mahanoy City, and with Catawissa Rallroad, for Ropert, Danville, Milton, and Willamsport. Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M.; at Scrauton at 405 P. M., Passengers by this train can take the Lehigh Valley Irain, passing Bethlehem at 1755 P. M., for Easton, and points on New Jersey Central Rallroad to New York,

At 8 45 A. M.—Accommodation for Doylestown, stopork, At 8 45 A. M.—Accommodation for Doylestown, stop-At \$45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Villow Grove, Hatboro, and Hartsville, by this train, take the siage at Old York road.

At 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1-30 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Rahanny City, Centralla, Shenandoah, Mount Carmel, Pitston, Scranton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take this train to Quakertown,

At 2-45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take giage at Doylestown for New Hope; at North Wales for Sameytown.

At 4-P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatbero, and Hartsville, take alage at Abington: for Lumberville at Doylestown.

At 5-20 P. M.—Through accommodation for Bethlebem and all stations on main line of North Pennsylvania Ealfroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 5-20 P. M.—Accommodation for Lansdale, stop-Chunk, P. M.—Accommodation for Laundale, stoping at all intermediate stations.
At 11'58 P. M.—Accommodation for Fort Wash-

Ington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 915 A. M., 205 and 849 P. M.
245 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkenbarre, Mahanop
City, and Hazleton. Passengers leaving Easton at
11:30 A. M. arrive in Philadelphia at 2:35 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphia
c; 10 P. M.
From. Deviastown at 8:25 A. M., 8:10 P. M., and

at Bethlehem at \$15 P. M., and arrive in Philadelphia \$10 P. M.,
From Doylestown at \$25 A. M., \$10 P. M., and \$40 P. M.
From Lausdale at 720 A. M.
From Lausdale at 720 A. M.
From Lausdale at 720 A. M.
From Fort Washington at 1120 A. M. and 205 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 920 A. M.
Philadelphia for Doylestown at 240 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlehem to Philadelphia at 720 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Tricket Office in order to ecure the lowest rates of fare.
Tickets sold and Bagsage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,
No. 105 S. FIFTH Street.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, Summer Arrangemental On and after SATURDAY, June 1, 1807, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Philagedelphia), at 7:15 A. M. and 4:50 P M.

Leave Rising Sun at 5:15 and Oxford at 8:06 A. M., and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11:15 A. M., Oxford at 12:06 M., and Kennett at 1:06 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run tog the though to Oxford.

The Train leaving Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, the NENRY WOOD General Sup's. DHILADELPHIA AND BALTIMORE CEN-

ENGINES, MACHINERY, ETC. PENN BILES LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER WORKS—NEAFIR & PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, ligh and low-pressure, Iron Bollers, Wates Tanks, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to erroute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment tree of charge, and work guaranteed.

The subscribers have ample wharf-dock room for WIND ENGINE AND

at the establishment and the sample wharf-dock room for The ambacribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C, NEAFIE,
JOHN P, LEVY,
SIJ BEACH and PALMER Streets,

JAY. UGHAN MERRICK, WILLIAM H. MERRICK

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Beats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gaz Works, Workshops, and
Raliroad Statlons, etc. Iron Frame Roofs for Gaz Works, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Bilieux's Patent Sugar Bolling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACRINE WORKS No. 65 N. FRONT STREET,
PHILADELIPHIA.
We are prepared to fill orders to any extent for our

well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLS,
Including all recent improvements in Carding, Spin ong, and Weaving.
We invite the attention of manufacturers to our extensive works.

ALFRED JENES & SON;

STEAM ENGINE MANUFACTURED BY "CORLISS," Providence, Size of cylinder, 20 inch dismeter by 45 inch stroke-about one hundred and ten horse power. Apply to W. B. LE VAN. 6 25 2 1 WOOD and TWENTY-FOURTH Sts., Phila.

HITLER, WEAVER & CO., MANUFACTURERS OF Man lia and Tarred Cordage, Cords Twines Etc.

PRO. 25 NORTH WATER Street, and No. 17 North DELAWARE Avenue, PHILADELPHA.
EDWIN H. FITLER, MICHAEL WEAVER, SIME

C ORNEXCHANGE N. E. Corner of MARKET and WATER Streets, DEALERS IN BAGS AND BAGGING Of every Description, for Grain, Flour, Salt, Super-Phosphate of Lime, Some Dust, Etc.

Large and small GUNN Y BAGS constantly on hand

2011 Also, WOOL BACKS.

JOHN T BAILEY.

JAMES GASCADERS

JOHN CRUMP,

CARPENTER AND BUILDER: SHOPS: NO. 313 LODGE STREET, AND NO. 1788 OFFENNUT STREET, PRILADELPHIA.

GARDNER & FLEMING,

NO. 214 SOUTH PIFTH STREET.
New and Second-hand Carriages for sale. Par pictural attention paid to repairing 530 cm