FIRE AND BURGLAR PROOFSAFES

\$94,500

SAVED FROM BURGLARS IN ONE OF

MARVIN'S SAFES.

See New York Papers of 17th September. The Burglars were at work during

last Saturday Night, and till 3 P. M Sunday, and failed to secure a dollar.

MARVIN'S PATENT

FIRE AND BURGLAR

SAFES.

ALUM AND DRY PLASTER. Are Always Dry.

Never Corrode the Iron. Never Lose their Fire-Proof Qualities.

MARVIN & CO.,

721 CHESTNUT St. (Masonic Hall AND NO. 265 BROADWAY, N. Y.

Send for Illustrated Catalogue, 9 19 mwsam C. L. MAISER.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES. LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 484 BACE STREET.

A LARGE ASSULTS on hand, with inside A LARGE ASSORTMENT OF FIRE doors, Dwelling-house Safes, free from dampness Prices low, C. HASSENFORDER, No. 422 VINE Street

SADDLERY, HARNESS, &c. THE UNPRECEDENTED SUCCESS OF THE

NEW CHESNUT STREET (NO. 1916),

SADDLERY, HARNESS, AND HORSE FURNISHING GOODS HOUSE OF

LACEY, MEEKER & GO.,

Is attributable to the following facts:-

They are very attentive to the wants oftheir cus-They are satisfied with a fair business profit.

They sell goods only on their own merits. They guarantee every strap in all harness they sell over \$40, the fault of the purchaser only who does not get what he is guaranteed and paid for,

Their goods are 25 per cent, cheaper than can be bought elsewhere. They have cheaper and finer goods than can be beught in the city. They have the l rgest and most complete stock in

Philadelphia. All Harness over \$25 are "hand-made." Harness from \$14 to \$525. Gents' Baddles from \$6 to \$75.

Ladies' Saddles from \$10 to \$125. They are the oldest and largest manufacturers in

LACEY, MEEKER & CO.,

GAS FIXTURES.

CALL AND BUY YOUR GAS FIXTURES from the manufacturers.

VANKIRK & MARSHALL,

No. 912 ARCH Street.

VANKIRK & MARSHALL, No. 912 ARCH V Street, manufacture and keep all styles of Ga Fixtures and Chandellers; also refinish old fixtures. TANKIRK & MARSHALL HAVE A COM-V plete stock of Chandellers, Brackets, Portable Stands, and Bronzes, at No. 912 ARCH Street. VANKIRK & MARSHALL, No. 912 ARCH

Street, give especial attention to fitting up riches, Public Halls, and Dwellings. PIPERUN AT GOLD, GILT, AND ELECTRO SILVER-plated Gas Fixtures, at VANKIRK & MAR-SHALL'S, No. 812 ARCH Street.

All work guaranteed to give satisfaction. None but first-class workmen employed. 8 12d2w mwf3m

HOUSE AND SIGN PAINTING.

DAINTING. THOMAS A. FARY. HOUSE AND SIGN PAINTER, (Late Fahy & Bro.)

No. 31 Nogth THIRD Street Above Market, OLD BRICK FRONTS done up, and made to look equal to the finest press brick. Samples at the shop City and country trade solicited. All orders by Pos promptly attended to. 419 mw

PAPER HANGINGS, ETC.

DAPER HANGINGS NEW ESTABLISHMENT. E. CORNER OF TENTH AND WALNUT.

J. C. FINN & SONS Have opened with an extensive assortment of DECO-RATIVE and PLAIN WALL PAPERS, embracing every quality to suit all tastes.

COAL.

B. MIDDLETON & CO., DEALERS IN COAL Kept dry under cover. Prepared expression for family use. Yard, No. 125 WASHINGTON Avenus. Odice, No. 514 WALNUT Street. 728



LARRISON'S PATENT PAINT RESOLVANT ARRISON'S PATENT PAINT RESOLVANT, or Paint and Varnish Remover, for painters, furniture and carriage makers, prioters, and family use. The preparation will remove the bardest and oldest paint from any surface without scraping and without injuring the wood, or making it unit for fresh paint. It washes off with water, teking the paint, varnish or oil with it. It is cheaper, more expeditions, and more thorough than burning.

For sale by all Druggists and Paint dealers in the United States, Conadas, and West Indies. 928mwi2m

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-RANCE COMPANY, Incorporated by the Legis-toture of Pennsylvania, 1836.

Office, S. E. corner of THIRD and WALNUT Streets,

Philadelphia.

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.

FIRE INSURANCES
on merchandise generally.
On Stores, Dwelling-Houses, etc.

136,500*00

9EL500100

126,562 50

18,000 00

ASSETS OF THE COMPANY November 1, 1808, \$100,000 United States 5 Per Cent. Loan, 120,000 United States 5 Per Cent. Loan, 56,000 State of Pennsylvania 5 Per Cept. 50,000 State of New Jersey Six Per Cent. 7,000 State of Tennessee Six Per Cent,

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

7 150,143 Shares Stock of Pennsylvania Rallroad Company.

5.000,100 Shares Stock of North Pennsylvania Rallroad Company.

*20,000:30 Shares Stock of Philadelphia and Southern Mail Steamship Company. 15,000 00 B, 258 25 3,950 00 20,000:00

\$1,045,950 par. Market value...\$1,070,28978 Real Estate.

Bills receivable for insurances made.

Balance due at agencies—Premiums on Matine Policies. Accrued Interest, and other debts due to the Company.

Scrip and Stock of sundry Insurance and other Companies, 85173. Estimated value...

Cash in Bank, 891, 10726.

Cash in Drawer, \$44714. 28,023.90 2,930.00 41,540'00 \$1,407,321.56

*This being a new enterprise, the Par is assumed as the market value.
Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Theephilus Paulding,
John B. Penrose, Samuel E. Stokes, James Traqual,
Henry C. Lattett, Jr.,
James C. Hand,
William C. Ludwig
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
John D. Taylor,
Jucob Riegel. Jucob Riegel,

1829—CHARTER PERPETUAL

HENRY LYLBURN, Secretary.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE:

NOS. 435 AND 437 CHESNUT STREET. ASSETS ON JANUARY 1, 1867. 82,553,146:13.

Capital..... Accrued Surpius..... Premiums #400,000°00 946,713°981 206,482°16 UNSETTLED CLAIMS, INCOME FOR 1866, LOSSES PAID SINCE 1839 OVER

\$5,500,000. Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS. Charles N. Bancker, George Fales, Alfred Fitter, Francis W. Lewis, M. D., Peter McCali, Thomas Sparks, George W. Richards, Isaac Lea, CHARLES N. BANCKER, President, GEORGE FALES, Vice President, J. W. MCALLISTER, Secretary pro tem. [8111231]

I.NSURANCE COMPANY

OF NORTH AMERICA. OFFICE, No. 2-2 WALNUT S , PHILADELPHIA INCORPORATED 1784. CHARTER PERPETUAL.

CAPITAL, \$500,000, ASSETS 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, Richard D. Wood, William Weish, S. Morris Wain, John Mason, ARTHUR G. COFFIN, President, Charles Platt, Secretary,

CHARLES PLATT, Secretary,
WILLIAM BUEHLER, Harrisburg, Pa., Central
Agent for the State of Pennsylvania. 1202

DEOVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
No. 111 South FOURTH Street,
INCORPORATED 3d MONTH 22d, 1865.

CAPITAL, \$165,000, PAID IN.
Inaurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-torieture.
Annuities granted on favorable terms.
Term Policles, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trants, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Common wealth, or any person or persons, or bodies politic or corporate,
SAMUEL R. SHIPLEY, HENRY HAINES, TWISTAR BROWN, INCHARD WOOD,
RICHARD WOOD,
RICHARD WOOD,
RICHARD WOOD,
RICHARD WOOD,
WILLIAM HACKER,
CHARLES F, COFFIN,
SAMUEL R. SHIPLEY, ROWLAND PARRY,
President.
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President.
THOMAS WISTAR, M. D., J. E. TOWNSEND.
7272 Medical Examiner. Legal Adviser. PROVIDENT LIFE AND TRUST COMPANY

FIRE INSURANCE EXCLUSIVELY.-THE PENSYLVANIA FIRE INSURANCE COM
PENNSYLVANIA FIRE INSURANCE COM
PANY—Incorporated Is25—Charter Perpetual—No
10 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community
or over forty years, continues to insure against logor damage by fire on Public or Private Baildings,
either permanently or for a limited time. Also, on
Furniture, Stocks of Goods, and Merchandise genecally, on liberal terms.
Their Capital, together with a large Surplus Fand,
sinvested in the most careful manner, which enables
them! o offer to the insured an undoubt discourity in
the case of loss.

DIERCTORS.

Daniel Smith, Jr.,
Alexander Benson,
Isaac Hazlehurat,
Thomas Robbins,
Daniel Haddock, Jr.,
DANIEL SHITH, Ja., President,
WILLIAM G. CROWELL, Secretary. he case of loss.

PHENIX INSURANCE COMPANY OF PHILADELPHIA.

PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.

NO. 224 WALNUT Street, opposite the Exchanga.

In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandles, curniture, 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 sen promptly adjusted and paid.

John B. Hodge, Lawrence Lewis, Jr.

Lawrence Lewis, Jr.

Lawrence Lewis, Jr.

David Lewis,
Benjamin Etting,
It.
Thomas H. Powers,
Ining, A. R. McHenry,
Edmund Castillon,
Louis C. Norris,
JOHN WUCHERER, President,
K. Scorslaw John B. Hodge, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Bannel Wilcox, SAMUEL WILLOW, Secretary

INSURANCE COMPANIES.

BROOKLYN LIFE INSURANCE

OF NEW YORK, MUTUAL.

POLICIES NON-FORFEITABLE. Thirty days grace given in payment of Premiums. No extra charge for residence; or travel in any portion of the world. Dividends declared sanually, and paid in cash. Dividend in 1867, 40 per cent.

E. B. COLTON.

GENERAL AGENT

N. E. CORNER NEVENTH AND CIDESNUT.

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 \$800,000 INCOME FOR 1866, \$103,934. Losses Paid and Accrued in 1866,

847,000 Of which amount not \$3000 remain unpaid at this date \$100,000,000 of property has been Successfully maured by this Company in thirteen years, and Eight Hun-dred Losses by Fire promptly paid.

DIRECTORS. DIRECTORS.

DIRECTORS.

Silas Yerkes. Jr.,

Alired S. Gillett,

N. S. Lawrence,

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Henry F. Kenney,

Joseph Klapp, M. D.

THOMAS CRAVEN, President

A. S. GILLETT, Vice-President,

Ethnw! JAMES B. ALVORD, Secretary Furman Sheppard. Thomas MacKellar, John Supplee, John W. laghorn,

LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK.
44, 54, 54, 2, 25, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long WHITE PINE, PANEL PATTERN PLANE.
LARGE AND SUPERIOR SPOCK ON HAND

1867. BUILDING! BUILDING

BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING.
54 CAROLINA FLOORING.
64 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRESS -W A L N U T B O A R D S, WALNUT PLANK, WALNUT BOARDS, WALNUT PLANK, LARGE STOCK-SEASONED,

1867.—LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE

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

1867.—CIGAR-BOX MANUFACTURERS, SPANISH CEDAR BOX BOARDS, 1867. SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 32 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
11 rpt No. 2500 SOUTH STREET.

U. 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 Ralling, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order.

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. 524

STOVES, RANGES, ETC.

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 cast iron. It is very simple in its construction, and is perfectly attight; 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 as produced by my new atrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.
Those in want or a complete Heating Apparatus would do weil to call and examine the Golden Eagle.
CHARLES WILLIAMS,
Nos, 1132 and 113 4MARKET Street, NOTICE .- THE UNDERSIGNED

Nos, 1132 and 1134MARKET Street Philadelph A large assortment of Cooking Ranges, Fire Board stoves, Low Down Grates, Ventilators, etc., always on hand, N. B.—Jobbing of all kinds promptly done, 5 10

THOMPSON'S LONDON KITCHENER;
OR EUROPEAN BANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges,
Fireboard Stoves, Bath Boilers, Stewhole Plates
Boilers, Cooking Stoves, etc., wholesale and retail, by
the manufacturers.

BHARPE & THOMSON,
827 stuthsm

No. 209 N. SECOND Street.

FERTILIZERS.

A M MONIATED PHOSPHATE AN UNSURPASSED PERTILIZER For Wheat, Corn, Oats Potatoes, Grass, the Vegetable

Garden, Fruit Trees, Grape Vines, Etc. Etc. This Pertilizer contains Ground Bone and the bes Price \$60 per ton of 2000 pounds. For sale by the

WILLIAM ELLIS & CO., Chemists



TRUNKS, VALISES, BAGS, RETICULES, SHAW! STRAPS, HAT CASES, POCKET BOOKS, FLASK! and Traveling Goods generally.

Tent, Awning, Trunk, and Wagon Cover Dici Also, Paper Mannfacturers' Drier Felts, from one several feet wide: Fauling, Belving, Sal' Towinc, etc. JOHN W. EVERMAN & CO.

RAILROAD LINES.

READING RAIL ROA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLEILL, SUBQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
FALL ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, September 20, 1887,
Loaving the Company's Depot, at THIRTEENTH
and Callowhill Streets, Philadelphia, at the following hous: MORNING ACCOMMODATION,

lowing hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stationa.
Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

At 8:15 A. M., for Reading, Lebancon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rechester, Niagara Falis, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisic Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebancon Valley train for Harrisburg, etc., at PORT CLINTON with Calawisma Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRIDBURG with Northern Central Comberland Valley and Schuylkill and Sunguebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

beriand, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Beading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Balifold trains for Columbia, etc. POTTSTOWN ACCOMMODATION
Leaves Potistown at 6:48 A. M., stopping at intermediate Statione, arrives in Philadelphia at 5:05 P. M.; arrives in Potistown at 8:00 P. M. Reading, leaves Philadelphia at 5:05 P. M.; arrives in Potistown at 8:00 P. M. ACCOMMODATION
Leaves Reading at 7:20 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M. Recurning, leaves Philadelphia at 5:05 P. M.; arrives at Reading at 7:55 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottaville at 5:45 A. M., arriving in Philadelphia at 1:00 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Alternoon trains leave Harrisburg at 4:10 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Alternoon trains leave Harrisburg at 4:10 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Alternoon trains leave Harrisburg at 4:10 P. M., Connecting at Reading at 8:10 A. M., and Harrisburg at 4:10 P. M., Connecting at Reading at 8:10 A.

Leaves Reading at 715 A. M., and Harrisburg at 416 P. M. Connecting at Reading with Atternoon Accommodation south at 630 P. M., arriving in Phila delphia at 916 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Potsville and all way stations. Leaves Potsvilleant 702 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundayz excepted. Sunday trains leave Pottaville at 520 A. M., and Philadelphia at 31F P. M. Leave Philadelphia for Reading at 500 A. M., returning from Reading at 42E P. M.

CHESTER VALLEY RAILBOAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:00 P. M.

M. and 1:00 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 1:00 A. M. and 1:30 and 10:00 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 the Pennsylvania express from Pittsburg, as 3 and 5:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:50 and 11:50 P. M., and arriving in New York at 10:16 A. M., and 4:40 and 5:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A man train for New York leaves Harrisburg at 2:4 P. M. Mail train for Harrisburg leaves New Yorl at 12 M. CHESTER VALLEY RAILROAD.

P. M. Mail train for Harriaburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potsyllie at 7 and 11-30 A. M., and 7-12 P. M., returning from Tamaqua at 7-35 A. M. and 1-22 and 4-15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7-50 A. M. for Pinegrove and Harrisburg, and 1-50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tremont at 7-35 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.

canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottatown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottatown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLIS. General Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

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

Good for 2000 miles between all points, \$92.50 each for families and firms.

SEASON TICKETS, SEASON TICKETS,
For three, six, nine, or twelve months, for holdert
enly, 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, Sunday, 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 Philadelphia daily at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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.

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 6, 1867.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheanst and Walnut Streets cars 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.

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

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 501 Cheenut street, or No. 1 South Eleventh street, will receive attention.

receive attention.
TRAINS LEAVE DEPOT, VIZ.:-Mail Train Mail Train
Fast Line and Erie Express.
Paoll Accommodation, No. 1
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Western Accommodation Train
Erie Mail

Cincinuati Express.
Philadelphia Express.
Erie Mall

by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Fa.

DHILADELPHIA AND ERIE RAILROAD .-BUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oll Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Traina.
On and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Eric Ballroad will run as

follows:

Mail Train leaves Philadelphia...

"leaves Williamsport...

"arrives at Erle.

Erle Express leaves Philadelphia...

"arrives at Erle.

"leaves Williamsport...

"arrives at Erle.

"arrives at Erle.

"arrives Williamsport...

"leaves Williamsport...

"arrives at Lock Haven...

EMANGE Leaven...

RASTWARD.

RAILROAD LINES.

Pemberton, Birmingham, and Vinceutown, and 6 P. M. for Mount Holly only.
At 6 A. M. and 2 P. M. for Preehold.
At 6, 8 and 10 A. M., 2 and 2 30 P. M., for Trenton.
At 6, 8 and 10 A. M., 1, 2, 3 30, 5, 6, and 11 30 P. M., for Bordentown, Burlington, Eeverly, and Delianco.
At 6 and 10 A. M. 1, 2, 3 30, 5, 6, and 11 30 P. M., for Florence. orence. At s and 10 A. M., 1, 3:30, 5, 6, and 11:30 P. M., for Edge-At 6 and 10 A. M., L 350, 6, and 11 30 P. M., for Fish House, The 1 and 11:20 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At 11 A. M., 430 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fars, 82.
At 8, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., or Trenten and Bristol, At 8 and 1015 A. M., 2780, 5, and 12 P. M., for Morris-fille and Tullytown. At 8 and 1015 A. M., 2780, 4780, 5, and 12 P. M., for At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for Schencks.

At 10 45 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30, 4, 5, 5, and 12 P. M., for Cornwell's, Torreedate, Holmesburg, Tacony, Wissl noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At 8 A. M. for Ningara Falls, Buffalo, Dunkirk, Cananacsigus, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

At 8 A. M. and 3 W P. M. for Belviders, Easton, Lambertville, Flamington, etc.

'The 2'30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethleem, etc. At 5 P. M. for Lambertville and intermediate Stations.
Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:
At 9:00 A. M., and 1:00 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$1.25, The 6:30 P. M. Line will run daily. All others, October 7, 1887, WM. H. GATZMER, Agent.

October 7, 1887. WM. H. GATZMER, Agent.

DHILADELPHIA, WILMINGTON AND BAL.

TIMORE RAILROAD.

TIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, September 20, 1867. Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:

Way Mail Train at 8:30 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 3:50 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurslew, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Steminer's Bun.

Night Express at 11:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, Stopping at Newcastle, Middletown, Clayton, Dover, Barrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11:00 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 11:30.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1:30, 4:30, 5:00, and 11:38 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 5:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00, and 6:30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA

Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express, 8:35 P. M., Express, 6:35 P. M., Express, 6:35 P. M., Express, 6:35 P. M., Express, 8:35 P. M.,

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
WANTER ARRANGEMENT.
On and sner MONDAY, October 7, 1897, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
Leave Philadelphia for West Chester, at7 4, 4, M. teave Depot, THIRTY-FIRST and CHESNUT Streets.

West Philadelphia, as follows:—
Leave Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7.4. A. M.,
11.30 P. M.,
11.30 P. M., 4.15 P. M., 4.50 P. M., 6.5 P. M., and
11.30 P. M.

Leave West Chester for Philadelphia, from Depot
on East Market street, at 6.25 A. M., 7.45 A. M., 5.10
and 10.45 A. M., 1.55 P. M., 4.50 and 6.55 P. M.

Trains leaving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 7.45 A. M., and going west
will take train leaving Philadelphia at 4.50 P. M., and
transfer at B. C. Junctish.

The Market Street cars will be in waiting, as usual,
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
departure.

The Chesnut and Wainut Street cars connect with legarture.
The Chesnut and Wainut Street cars connect with

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

ON SUNDAYS.

Leave Philadelphia at 8'50 A. M. and 2 P. M.
Leave West Chester at 7'55 A. M. and 2 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 that train leaves Depot, and will leave Depot on arrival of each trains, to carry passengers into the city.

Trains leaving Philadelphia at 7'45 A. M. and 4'50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowen 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 is made for the same.

4'1.52

General Superintendent. General Superintend

PHILADELPHIA, GERMANTOWN, ANI

On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 965, 10, 11, 12 A. M., 1, 2, 24, 33, 4, 5, 53, 6, 20, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 73, 8, 820, 9, 10, 11, 12 A. M.

1, 2, 3, 4, 4%, 6, 65, 7, 8, 9, 10, 11 P. M.

The 8-20 Down Train and 3% and 5% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9% A. M. 2, 7, 10% P. M.

Leave Germantown 8% A. M. 1, 5, 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9 and 11 P. M.

Leave Chesnut Hill 7-10, 8, 8-90, and 11-40 A. M. 1-40.

and 11 P. M.
Leave Chesnut Hill 7:10, 8, 9:40, and 11:40 A. M. 1:40. 3:40, 5:40, 6:40, and 10:40 P. M.
Leave Philadelphia 9;2 A. M. 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M. 12:40, 5:40, and 9:20

Leave Chemut Hill 750 A. M. 1240. 540, and 979
P.M.
FOR CONSHOHOCKEN AND NONTRISTOWN,
Leave Philadelphia 5, 7%, 9, and 1150 A. M. 156. 2
65, 55%, 64, 356, and 115 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 156. 2
456, 656, and 358 P. M.
ON SUNDAYS,
Leave Philadelphia 5 A. M., 250 and 7 15 P. M.
Leave Norristown 7 A. M., 250 and 7 15 P. M.
Leave Philadelphia 5, 7%, 9, and 1156 A. M. 156, 3
156, 656, 856, 85, and 1156 P. M.
Leave Philadelphia 6, 7%, 9, and 1156 A. M. 156, 3
156, 56%, 9, and 105 P. M.
Leave Manyunk 610, 7%, 520, 9%, and 11% A. M. 3
156, 5, 6%, 9, and 105 P. M.
Leave Philadelphia 9 A. M. 25 and 7% P. M.
Leave Manyunk 75 A. M. 6 and 9% P. M.
W. S. WILSON, General Superintendent.

Depot, NINTH and GREEN Streets.

FOR CAPE MAY BY RAILROAD, FROM FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

1 Commencing TUESDAY, September 3, 1867.

4:60 P. M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.

9.60 A. M. Morning Mail.
The SUNDAY Mail. and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 5:00 P. M.
Communitation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.
Through tickets can be procured at the Office of the Company, Camden, N. J.
Through tickets can be procured at No. 828 Chesnus street (under the Continental Hotel). Parsons purchashing tickets at this office can have their baggage checked at their residences.

gage checked at their residences.

**A EST JERSEY RAILITOAD LINES, from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1897.

For Bridgelon, Salem Vinclaud, Millville, and intermediate stations, 850 A. M., and 370 P. M. For Cape May 330 P. M. and 370 and 470 P. M. For Woodbury at 870 A. M., and 370 and 470 P. M. Freight will be received at Second Coverad Wharf below Walnut street, from 770 A. M. until 570 P. M. Freight received before \$700 A. M. will go forward the same day. ame day.
Freight Delivery, No. 228 S. DELAWARE Avenue,
7247 William J. SEWELL, Superintendent.

RAILROAD LINES.

CRTH PENNSTLVAMA RAILBOAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethiehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy Otty, Mount Carmel, Pittaton, Scienton, and all points in the I shigh, Mahanoy, and Wyoming coal regions.

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

SUMMER PHILAGENERNAM.

SUMMER DAILY TRAINS.

On and after WEDNERDAY, May 8, 1867, Passenger trains leave the New Depot, corner Borks and American streets, daily (bundays excepted), as follows—

At 7.45 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethiehem with Lebigh Valley Railroad for Allentown, Catassauqua, Sistington, Mauch Chunk, Weatherly, Jeansylle, Hazelton, white Haves, Wilkesbarre, Pittaton, Scranton, and all points in Lebigh and Wyoming valleys; also, in councetter with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City at 2 P. M.; at Scranton at 406 P. M., Passengers by this train can take the Lehigh Valley Irain, passing Bethiehem at 1135 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 5.48 A. M.—Accommodation for Doylestown, stopping at all intermediates and to propose the static particles and all intermediates and the proposed at all intermediates and the proposed and the proposed and all intermediates and the proposed and the proposed and all intermediates and the proposed and the proposed and and all intermediates and the proposed and the proposed and and the proposed and the proposed and the proposed and the proposed and the pr and points on New Jersey Central Railroad to New York.

At 348 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

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

At 10°15 A. M.—Express for Bethiehem, Allentown Much Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandosh, Mount Carmel, Pituton, Scranton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take this train to Quakertown.

At 245 F. M.—Accommodation for Doylestown; stopping at all intermediate stations. Passengers take for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Ablugton; for Lamberville at Doylestown.

At 5°20 F. M.—Through accommodation for Bethiehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethiehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 5°20 F. M.—Accommodation for Lanadate, stopping at all intermediate stations.

At 11°38 P. M.—Accommodation for Fort Washington.

Thains Arrive in Philadelighia. TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 918 A. M., 206 and 840 P. M.
203-P. M. train makes direct connection with Lesign
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Harleton, Passengers leaving Easton at
11-20 A. M. arrive in Philadelphia at 205 P. M., connect
at Bethlehem at 615 P. M., and arrive in Philadelphia
i 10 P. M. rom Doylestown at 825 A. M., 510 P. M., and

From Doylestown at \$25 A. M., 5-10 P. M., and \$40 P. M.
From Lansdale at 7:30 A. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 3:35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 2:30 A. M.
Philadelphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:30 A. M.
Bethlehem to Philadelphia at 7:30 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depts.
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 Ticket Office in order to occure the lowest rates of fare,
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street.

DHILADELPHIA AND BALTIMORE CENL. TRAL RAILROAD.—Summer Arrangements
On and after SATURDAY, June 1, 1867, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:30 P M.
Leave Rising Sun at 5:15 and Oxford at 6:08 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 12:00 M., and Kennett at 1:02
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
ing through to Oxford.
The Train leaving Philadelphia at 7:15 A. M. condnects at Oxford with a daily line of Stages for Peach
Bottom, in Lancaster county. Returning, leaves
Peach Bottom to connect at Oxford with the Atteonoon Train for Philadelphia.
The Train leaving Philadelphia at 4:50 P. M. runs
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 excessing one hundred
dollars, unless a special contract be made for the same.

HENRY WOOD General Sup's.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER MAKERS, BLAOK SMITHS, and FOUNDERS, having for many yeard been in successful speration, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, water 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 execute 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 kinder Iron and Brass Castings of all sizes and kinder Iron and Brass Castings of all sizes and kinder With the above business.

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

The subscribers have ample wharf-dock room for

anteed.

The subscribers 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.

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JOHN P, LIEVY.

BEACH and PALMER Streets. JAV. USHAN MERRICE, WILLIAM H. MERRICE

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and
Railroad Stations, etc. Railroad Stations, etc.
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 Magnines, etc. steam Trains, Descavors gines, 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, PHILADELPHIA.
We are prepared to fill orders to any extent for our well-known
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Including all recent improvements in Oarding, Spining, and Weaving.

Including the strength of manufacturers to our extensive works.

ALFRED JENKS & SON?

STEAM ENGINE MANUFACTURED BY CORLISS," Providence, Size of cylinder, as inch diameter by 45 inch stroke-about one hundrer and ten horse power. Apply to and ten horse power. Apply to W. B. LE VAN. 925 221. Cor. of WOOD and TWENTY-FOURTH Sb., Phila.

FITLER, WEAVER & CO. MANUFACTURERS OF Man lia and Tarred Cordage, Cords Twines Etc. So. 23 North WATER Street and No. ;; North DELAWARE Avenue,

EDWIN H FITLER, MICHAEL WEAVER, CONRAD & CLOTHIEB. 2142 C O E N E X C H A N G I N. E. Corner of MARKET and WATER Streets. Philadelphia.

DEALERS IN BAGS AND BAGGING
Of every Description, for
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Dust, Etc.
Large and small GUNNY BAGS constantly on hand
222]
Also, WOOL BACKS.
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JAMES CASOADERS!

JOHN CRUMP,

CARPENTER AND BUILDERS SHOPS: NO. 213 LODGE STREET, AND NO. 1783 CHESNUT STREET, PHILADELPHIA

GARDNER & FLEMING. COACH MAKERSI

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