THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, OCTOBER 15, 1867.

LUMBER.

1867. SELECT WHITE PINE BOARDS AND PLANE. CROICE PANEL AND IN COMMON, 16 feet long. 44, 54, 64, 22, 25, 5, and 4 inch 44, 54, 64, 22, 25, 5, and 4 inch white Pine, PANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND, 1867. BUILDINGI BUILDING BUILDING:
 BUILDING:
 LUMBER! LUMBER! LUMBER!
 LUMBER! LUMBER! LUMBER!
 LUMBER! LUMBER!
 LUMBER! LUMBER!
 LUMBER! LUMBER!
 LUMBER! LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER!
 LUMBER! 1867. CEDAR AND CYPRESS -WALNUT BOARDS, WALNUT PLANK, WALNUT BOARDS, WALNUT PLANK, LARGE STOCK-SEASONED, 1867. 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 22 FEET LONG. SUPERIOR NORWAY SCANTLING. MAULE, BROTHER & CO., No. 2000 SOUTH STREET.

I. 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 Moundings. WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Walnut and Ash Hand Railing, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 12

J. C. PERKINS, LUMBER MERCHANT. Successor to R.;Clark, Jr., NO. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortment of Building Lumber. 5242

FIRE AND BURGLAR PROOF SAFES

LILLIE'S

CHILLED IRON SAFES Though Scorched, Not Dead.

A FIRE-PROOF TEST

TO BE MADE BETWEEN LILLIE'S CHILLED IRON SAFE

- AND

EVANS & WATSON'S, WITH THE BOSTON STEAM PATENT.

ALSO,

A Burglar-Proof Test Between Lillie's and all Competitors.

The Above Tests to be Made by Daylight, and to be Fair and Bona Fide.

Whereas, Evans & Watvon, Safe-makers, in the city of Philadelphia, did combine and conspire with a certain Boston company to cheat deceive, and hum-bug the people of this city and vicinity with a certain fixure which they propose to attach to Fire-proofs;

SHIPPING

PROPOSALS

Twenty per centum to be reserved on any part pay-ment made. The general character of work to be done, and of stone required, will be best understood by an exami-bation of the premises. Each bld must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be crififed to as being good and sufficient security by the United States Dis-trict Judge, Attorney, Collector, or other public officer.

fict Judge, Attorney, Construction, Specific Structure, Science, S

For blank forms for proposals and other informa-tion inquire at this offices C. SEAFORTH STEWART, 10 '4 tt LL, Col of Engineers,

GOVERNMENT SALES.

LARGE SALE OF PUBLIC PROPERTY

<section-header><section-header><section-header><text><text><text><text><text><text><text><text><text><text> STEAM TO LIVERPOOL-CALL TRACK

金融 HAVANA STEAMERS. ATTA .

CARRYING THE UNITED STATES MAIL,

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM. PANY'S REGULAR SEMI-MONTHLY

FOR NEW ORLEANS, LA., VIA HAVANA,

JUNIATA, Elő tons, Captain P. F. Hoxis, STAR OF THE UNION, 1075 tons, Capt. T. N. Cooksey, The JUNIATA will leave for New Orleans on Satur-day, October 19, at 8 o'clock A. M., from Pler 18, South Wharves. The STAR OF THE UNION, will leave New Or-

The STAR OF THE UNION, will leave New Or-leans for this poir October is, Through bills of hading signed for froight to Mobile Galveston. Natchez, Vicksburg, Memohis, Nashville Cairo, St. Louis, Louisville, and Cincinnati. Agents at New Grieans, Creevy, Nickerson & Co. WILLIAM L. JAMES, General Agent, CHAS. E, DILKES, Freight Agent, CHAS. E, DILKES, Freight Agent, No. 314 S. Delaware avenue,

No. 314 S. Delaware avenue,
 PHILADELPHIA, BICHMOND,
 AND NORFOLK STEAMSHIP LINE.
 AND NORFOLK STEAMSHIP LINE.
 AND WEST
 THROUGH AIR LINE TO THE SOUTH AND WEST
 THROUGH RECEIPTS TO NEWBERN.
 Also all points in North and South Carolina, vis
 Seaboard and Roanoke Baliroad, and to Lynchburg Va, Tennessee and the West, via Norfolk, Peters
 burg, South-Side Baliroad, and Richmond and Dan-ville Railroad.
 The regularity, safety and cheapness of this ronts
 commend it to the public as the most desirable medium for carrying every description of freight.
 No charge for commission, drayage, or any expense of transfer.

of transfer. Steamships insure at lowest rates, and leave regu-tary from first wharf above Market street. Freight received daily. William P. CLYDE & CO, No. 14 North and South WHARVES. W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR LINE FOR SAVANNAH, GA. TONAWANDA, 580 tons, Captain Wai, Jennings. WYOMING, 880 tons, Captain Jacob Teal. The steamship WYOMING will leave for the above port on Saturday, October 19, at 5 0'clock A. M., from Pier 18 South Wharves. Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Rall road, WILLIAM L, JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, No. 314 S, Delaware avenue. Agents at Savannah, Hunter & Gammell. 411

THE PHILADELFH IA AND SOUTHERN MAIL STEAMSHIP COM PANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C. The steamship PIONEER, Siz tons, Captain J. Ben-nett, will leave for the above port on Thuraday October 17, at sociock A. M., from Pier 18 South Wharves.

LARGE SALE OF PUBLIC PROPERTY. OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. 18 STATE STAMERT, New YORK. Oct. 4, 1987. Ne Wharves, We of the second at through and reduced rates Bills of lading signed at through and reduced rates to all principal points in North Carolina Agents at Wilmington, Worth & Daniel, WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, 317 No. 314 S. Delaware avenue,

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET. AT REDUCED RATES. DRAFTS AVAILA ELETHROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES. For particulars apply to TAPSCOTTS, BROTHERS & CO. No. 26 SOUTH Street, and No. 28 BROADWAY, 11 OF tO THOS, T. SEARLE, NO. 207 WALNUT

RAILROAD LINES.

R EADING RAILBOA FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUYLKILL SUS QUEHANNA. CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS

THE CANADAS FALL ARRANGEMENT OF PASSENGER TRAINS, MONDAY, September 20, 1807, Leaving the Company's Deput, at THINTEENTH ind CALLOWHILL Streets. Fulladelphia, at the fol-PALI

MORNING Account of the other stationa At 7:80 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6:80 P. M., arriving in Philadelphia at 9:10 P. M. MORNING EXPRESS, MORNING EXPRESS,

At 5'16 A. M. for Reading, Lebanon, Harriaburg, Pottaville, Pinegrove, Tamagua, Sunbury, Williams, Allentown, Wilkesbarre, Pittston, York, Carilale, Chambersburg, Hagerstown, etc., etc. This train connects at READING with East Penn-sylvania Railroad trains for Allentown, etc., at PORT Lebanon Valley train for Harlsburg, etc., at PORT CLINTON with Catawissa Railroad trains for WM Bamsburg, Lock Haven, Elmirs, etc.; at HARRIS BURG with Northern Central Cumberland Valley and Schuyjkill and Susquehanna trains for Northum-berland, Willamsport, York, Chambersburg, Pine grove, etc.

berland, Williamsport, York, Chambersburg, Pins-crove, etc. AFTERNOON EXPRESS Leaves Philadelphia at 5'30 P. M., for Reading ind Columbia Railroad trains for Columbia, etc. POTISTOWN ACCOMMODATION Leaves Potistown at 6'45 A. M., stopping at Inter-ordiate Statione: arrives in Philadelphia at 5'45 P.M.; Reading at 7'30 A. M., stopping at a linter-dediate Statione: arrives in Philadelphia at 5'5 P.M.; READING ACCOMMODATION Leaves Reading at 7'30 A. M., stopping at all way stations, arriving at Philadelphia at 5'5 P.M.; READING ACCOMMODATION Leaves Reading at 7'30 A. M., stopping at all way stations, arriving at Philadelphia at 5'00 P. M.; Trains for Philadelphia at 5'00 P. M.; arrives n Reading at 7'5 P. M. Trains for Philadelphia bat 5'00 P. M.; arrives n desching at 7'5 P. M. And Pottaville at 3'45 A. M., arriving in Philadel-phia at 5'00 P. M. Afternoon trains leave Harrisburg at 2'00 P. M., Pottaville at 2'50 P. M., arriving in Philadel-phila at 6'5 P. M. HARRISBURG ACCOMMODATION Leaves Reading at 7'15 A. M., and Harrisburg at 1'00 P. M. Connecting at Heading with American

Leaves Reading at 715 A. M., and Harrisburg at 100 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Phile-delphia at 910 P. M. Market train, with passenger car, attached, leaves Philadelphia at 1245 noon for Potsville and all way stations. Leaves Potsvilleat 706 A. M. for Philadel-phia and all way stations. All the above trains run dally. Sundays excepted, Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 402 F. M. CHESTER VALLEY RAILBOAD.

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 5:10 A. M. and 1:00 P. M.

Philadelphia, returning from Downing towns at 610 Å. M. and 1040 P. M. NEW YORK EXPRESS FOR PITTEBURG ANI Leaves New York at 9 Å. M, and 5 and 8 P. M. passing Reading at 140 Å. M and 150 and 10406 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitta-burg, Chicago, Williamsport, Eimira, Baltimore, etc. Returning, express trains leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, and and 845 Å. M. and 9 P. M., passing Reading at 449 in New York at 1016 Å. M., and 440 and 520 P. M. Sieeping Cars accompany these trains through between jersey City and Pittsburg, without change. A mail train for Mew York leaves Harrisburg at 27h P. M. Mail train for Harrisburg leaves New Yorl at 12 M.

at 12 M. SCHUYLRILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11'30 A. M. and 7'H P. M., returning from Tamayua at 7:35 A. M. and 1's SCHUYLEILL AND SUSQUEHANNA RAILROAD

SCHUYLETLL AND SUSCUENANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 350 P. M., and from Tre-mont at 755 A. M. and 525 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Through Hist-chast the test and chart 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. 227 B. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:-OMMUTATION TICKETS At 25 per cent, discount, between any points desired

At 25 per cent, discount, between any points desired for families and firms. MILEAGE TICK ETS, Good for 2000 miles between all points, \$52:50 each for families and firms. For families and firms. For families and firms. For families and firms. CLERGY MEN Residing on the line of the road will be farmished cards entitling themselves and wives to tickets at half fare, EXCURSION TICK ETS

DENNSYLVANIA CENTRAL R ILROAD

DENNSYLVANIA CENTRAL & ILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1867. The trains of the Pennsylvania Central Rallroad 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 be-fore its departure. The Chesnut 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. Sieping Car Tickets can be had on application at the Ticket of the Union Transfer Compasy will call for and deliver baggage at the Depot. Orders left at No. 00 Chesnut street, or No. 1 South Eleventh streets, will receive attention.

TRAINS LEAVE DEPOT, VIZ :-

 Mail Train
 \$00 A. M.

 Fast Line and Eric Express
 1200 M.

 Fast Line and Eric Express
 1200 M.

 Paoll Accommodation, No. 1
 120 P. M.

 Harriaburg Accommodation
 230 P. M.

 Parkesburg Train
 545 P. M.

 Erie Mail
 1115 P. M.

 Paild Accommodation, Train
 545 P. M.

 Erie Mail
 1115 P. M.

 Philodelphia Express
 \$10 P. M.

 Pail Accommodation, No. 2
 900 P. M.

 Erie Mail
 1115 P. M.

 Pail Accommodation, No. 2
 900 P. M.

 Erie Mail
 1125 P. M.

 Pail Accommodation, No. 2
 900 P. M.

 Erie Mail
 1200 P. M.

 Pail Accommodation, No. 2
 900 P. M.

 Erie Mail leaves daily, except Saturdias

Accommodation 1200 P. M. Erie Mall leaves Gally, except Saturday. Philadelphia Express leaves daily, All other trains daily, except Sanday. The Western Accommodation Train runs daily, except Sanday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 137 DOCK Street. TRAINS ARBIVE AT DEPOT, VIZ.

and Accommonstream of the second science of

The Pennsylvania Rairoad Company will not as-aume any risk for Baggage, except for Wearing Ap-arel, and limit their renonsibility to One Hundred polars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special coutract.

EDWARD H. WILLIAMS, General Superintendent, Altoena, Pr

EXCURSION TICKETS

RAILROAD LINES.

 NORTH PENNSYLVANIA BAILBOAD.

 THE MIDDLE ROUTE.-Bhorest and mask function with the Baten, Allestows, Mauch Chunck, Mathemory Chip, Mathemory Mail and the second state of the second state

Florence. At 8 and 10 A. M., 1, 8:50, 5, 6, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3:30, 6, and 11:30 P. M., for Fish

House. The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

LINES FROM KENSINGTON DEPOT Will leave as follows... At U A. M., 430 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines, Fare, S. At 8, 10/15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., for Trenton and Bristol. At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morris-ville and Tollytown. At 8 and 10'15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schencks.

At 5 and 1016 A. M., 230, 430, 5. and 12 P. M., for Schencks. At 1018 A. M., 230 and 5 P. M., for Eddington. At 739 and 1016 A. M., 230, 4, 5, 6, and 12 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wilsal noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. BELV IDERE DELA WARE RALLEROAD LINES, From Kensington Depot, At 8 A. M. for Nisgara Falls, Buffalo, Dunkirk, Canandaigna, Elmira, Ithica, Owego, Rochester, Bighamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

At 8 A. M. and 3'30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 750 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta-

ng Raliway, will leave as follows:--At 9:00 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25. The 6:30 P. M. Line will run daily. All others,

October 7, 1807. WM. H. GATZMER, Agent,

October 7, 1867. WM. H. GATZMER, Agent, DHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIMORE RAILROAD. TABLE Commencing MONDAY, September 30, 1867, Trains whil 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. Con-necting with Delaware Railroad at Willington for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, Stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newport, Stan-ton, Newark, Elkion, Northeast, Charlestown, Perry-ville, Havrede-Grace, Aberdeen, Perryman's, Edge-wood, Magnolia, Chane's, and Stemmer's Ban. Might Express at 11'00'P. M. (daily) for Baltimore and Waahington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastile, Middletown, Chayton, Dover, Harring-ton, Seaford, Salisbury, Princess Anne, and connect-ing at Crisfield with Boat for Fortrees Monroe, Nor-folk, Fortsmonth, and the South. Passengers for Fortrees Monroe and Norfolk via

ing at Cristield with Boat for Fortress Monroe, stor-folk, Fortamouth, and the South. Passengers for Fortress Monroe and Noviolk via Baltimore will take the 11 M. Train. Via Oris-field will take the 1100 F. M. Train. WILMINGTON TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Stopping at all Stations between Philadelphia and Wilmington. Leave Philadelphia at 1:30, 4:30, 6:30, and 11:3; (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate sta-tions. The 6:00 P. M. Train runs to New Castle. Leave Wilmington at 7 and 8 A. M., 4:00, and 6:3; (daily) P. M. FROM BALTIMORE TO PHILADELPHIA Leave Baltimore 7:25 A. M., Way Mail, 9:35 A. M. FROM BALTIMORE TO PHILADELPHIA Leave Baltimore 7:26 A. M., Way Mail, 9:36 A. M. Express, 2:15 P. M., Express, 6:35 P. M., Express 8:36 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 8:55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Diladelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 523 CHEENUT Street, under the Continental Hotel, where, also state-rooms and bersh in sloeping care can be secured during the they persons purchasing tickets at the since can have their magageionexted at their residence by the Union Transfer Company. 489 H. F. KENNEY, Superimentant

fixture which they propose to attach to Fire-proofs; and whereas, they did obtain the aid and counte-nance of certain officers and gentlemen connected with the Fair at Norristown (through deception, no doubl) to assist in said combination and conspiracy on the Fair ground by a sham burning of Safes which all safe-makers well understand. Now, therefore, be it known that I, M. C. Sadler, of the city of Philadeirbia do after and promose to burn

Now, therefore, be it known that I. M. C. Sadler, of the city of Philadelphia, do offer and propose to burn the of Lillle's Chilled Tron Safes, with one of Evana & Watson's, having the Boston fixture strached, both to be of same size as burned on the Fair grounds. Lillle's Safe to be made with six-inch composition wails, on the principle he makes safes, and the Evans & Watson Safe to be six-inch composition walls, in-cluding the Roston attachment, and on the principle of their sanal make.

cluding the Roston attachment, and on the principle of their neual make. The Safes to be burned at some conventent place in the city of Philadeiphia, on the 22d of October next, weather fair, or the first fair day thereafter. Evans & Wasson are hereby notified that they can make and have ready the Safe by that time the best they can make, as above specified, and a distoterested committee shall be appointed equally by each party, and in the usual way. Bhould Evans & Watson not respond in a reason-able time, then their Safe will be furnished by other parties.

A Burglar Proof test will be made at the same time.

A Burglar Proof test will be made at the same time, or immediately after the Fire Proof test, upon one of Lillie's Burglar Proof Safes as now made. At this test any sale-maker, any professional safe-blower, or any of the best iron workers, will have the opportunity publicity to operate on the safe in any way practical for the burglar to operate. And any or all the asfe-makers are requested to place any of their Burglar Proof Safes along side for a test on equal terms.

terms. The above tests are to be made in the presence of the people, and the public will have every opportu-nity to see that the tests are fairly made, and to de-cide according to merit. M. C. SADLER. Agent, No. 639 a RUH street.

Philadelphia, Sept. 26, 1567. P. S.-The particular locality of the test will be announced in due time. [928 stuth lot] M. C. S.

\$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. MasonicHall

AND NO. 265 BROADWAY, N. Y. Send for Illustrated Catalogue, 9 19 mwsim

C. L. MAISER. MANUFACTURER OF FIRE AND BURGLAR-PROOF BAFES, LOUKSMITE, BELL-HANGER, AND DEALER IN BUILDING HARDWARE. NO. 484 BACE STREET.

A LARGE ASSORTMENT OF FIRE and Burgiar-proof & AFES on hand, with inside doors, Dweiling-boune Eafes, free from dampueses Prices low. C. HANSENFORDER, 85 No. 422 VINE Street,

Boys. 455 Trowsers.foot.B's. 104 Pairs Bootees, do. 100 Shirts,Flannel.do. 755 Grey Blue Great Coats foot. 74 Trowsers, foot. 130 Lot Coats. Art., Kersey. 14 Turbans, Zouave. 963 Wall Tent Poites, sets. 15,8*8 Common do. do. 10,747 Hospital Tent 18,568 Do. do., small. 373,043 Common do. 3,327 Wall do., large. 2,698 Stoves for Sibley Tebts. 108 Stoves for Sibley. 37,216 prs. Chevrons. 691,649,5 yrds. Worsted Lace. 5 Hat Cords, Ord'ce. 48,376 Leather N'k SU'ks. 55,912 Scales, Corp'is and Privates, prs. 51 Iron Pots. greants, pairs, 100 Scale Buttons, prs. 454 Hosp. Stewards Letters U. 457 Hosp. Stewards Letters S. 1.542 Scale slides, pairs. 4.517 Cap Covers. 362 Rings for Lt. Art. Caps, pairs, Caps, pairs, 21 Red Lair Flumes, 15,003 Flokaxes, 16,825 do, handles 19,836 dx, se, feillag, 8,069 do, sings, 24,999 do, sings, 24,999 do, handles, 19,442 co, sings, 1,444 Shovels, 5,546 Stove-Pipe, pieces of of 2 Camp Color Staffs. 35 Canteen Strars. 66,308 Mess Pans. 26,604 Camp Kettles. 2 Sibley Tents. 47 Wall Tent Files. 3 Marquee Tents. 426 Hos; ital Tent Poles, sets. 51 Iron Pots. 1,310 Machine Bewed Privates, prs.

425 Trowsers.foot.B's.

Poles, sets. Also, a quantity of irregular and damaged clothing and equipage. Samples of all Cau be seen at the depot for ten days prior to the sale, and c atatogues will be ternished on application at this office, or at the depot. No, 400 Washington street. Terms cash, in Government funds; ten per cent. down and the balance before the goods are taken from the depots. The goods must be removed from the depot winin ten days from date of sale, under to refer to of the Quartermaster-General. By order of the Quartermaster-General. Et. Brig.-Gen. and Q'm'r U, S. A. in charge of Depot A. C. and E. 1,310 Machine Bewed bookees, Drs. bookees, Drs. 1,310 Machine Bewed bookees, Drs. bookees, Drs. bookees, Drs. 1,200 Machine Bewed the depot. 1,200 Machine Bewed the depot. 1,200 Machine Bewed the depot. 1,200 Machine Bewed taken be a strong the seen at the depot. 1,200 Machine Bewed NEW QUARTERMASTER STORES.

 50 Horses, 50 Mules, 50 Mules, 50 Values, 50 versi of which are stores, consisting in part of tores, consisting in part of the par With a large lot of Horse Medicines, such as-100 gallons Alcohol. 100 bbs. Calomel. 100 bbs. Epsom Salts. 100 bbs. Sugar Lead. 101 bbs. Sugar Lead. 20 hs. Calomel. 100 hs. Eprom Salts. 100 hs. Eprom Salts. 100 hs. Sugar Lead. 100 hs. Sug

Alfention is called to the very superior to of annes fored at this sole. Goodsmust be removed within ten days from the day of sale. Deputy Quartermaster-General, 16-15 st Brevet Brigadier-General U. S. Army. day of sale.

BOOTS AND SHOES. REDUCTION IN PRICES.

FRENCH CALF DOUBLE SOLE BOOTS, Firs Quality, \$12'00, FRENCH CALF SINGLE SOLE BOOTS, First Quality, \$10'50. FRENCH CALF DOUBLE SOLE BOOTS, Second Quality, \$10 00. FRENCH CALF SINGLE SOLE BOOTS, Second

Quality, \$940. BOYS' FINE BOOTS AND SHOPS

At very low prices.

BARTLETT,

NO. 33 SOUTH SIXTH STREET.

ABOVE CHESNUT. 9177rD TNITED STATES REVENUE STAMPS .-Central Depot, No. 103 CHLESNUT STAMPS.-Central Depot, No. 103 South FIFTH Street, our dow Delow Chresput. Established 1952. Revenue Etamps of every description constantiyot hand in any amount. Orders by Mall or Express orompt's effected to,

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 500 A. M., 12'45 noon, and \$ P. M., for Reading, Lebanon, Harrisburg, Potte-ville. Port Clinton, and all points forward. 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.

ecelve att

Mall Train

NEW EXPRESS LINE TO NEW EXPRESS LINE TO Alexandria, Georgelown, and Washington D. C., vis Chesapeake and Delaware-Canal with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest. Steamers leave regularly from the first wharf above

Market street. Freight received daily. No. 14 North and South Wharver, J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandria, Va ginia.

OPPOSITION TO MONO MDA. A. POLY, -DAILY LINE FOR BALTI MORE, via Chesapeake and Dela

MORE, via Chesapeake and Dela warn Canal. Philadelphia and Baltimore Union Steamboat Com-pany, daily at 2 o'clock P. M. The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted). Carrying all description of Freight as low as any other line.

other fine. Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission. Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages

stc. etc. For further information apply to JOHN D. RUOFF, Agent, 5 16] No. 18 N. DELAWARE Avenue,

FOR NEW YORK, VIA DELA Ware and Raritan Canal. Express Steamboat Company Steam Propellers tenve Dally from first what'f below Market strest. Through in twenty-four hours. Goods forwarded to all points, North, East, and West, free of commission. Freight received at the lowest rates. WML P. CLYDE & CO., Agents, No. 14 South Wharves.

JAMES HAND, Agent, No. 101 Wall street, New York, 1 tf

FOR NEW YORK.-SWIFF SURE Transportation Company De-spatch and Swiftaure Lines, via Dela-ware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M, and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating terms apply to

terms, apply to WILLIAM M. BAIRD & CO., No. 1128. DELAWARE Avenue. 1.11

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS. —The undersigned having leased the Kkn sington Screw Dock, begis to inform his friends and the patrons of the Dock that he is prepared with meressel facilities to accommodate those having ves-els to be raised or repaired, and being a practical impostructure and canlker, will give personal atten-ion to the vessels entrasted to him for repairs. Captains or Agenta, Ship-Carpenters, and Macbinian taving vessels to repair, are solicited to call. Having the agency for the sale of "Weiterstedry pathent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I ar prepared to furnish the same on reasonable terms. JOHN H. HAMMITT. Kensington Screw Dock, 1 13 DELAWABE Avenue, above Lanrel street.

WANTS.

BOOK AGENTS IN LUCK AT LAST. and the second second

The crisis is passed. The hour has come to lift the vell of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offer-ing to the public General L. C. Eaker's

"HISTORY OF THE SECRET SERVICE." Also on the second seco

P. GARRETT & CO. NO. 703 CHESNUT STREET, 7 217 PHILADELPHIA

WANTED-FOR THE U. S. MARINE Corps, able-bodied MEN. Recruits must be employed in the Government Navy-yards and in Ships of War on foreign stations. For further infor-mation apply to mation apply to JAMES LEWIS, Captalu and Recruiting Officer, No. 311 B, FRONT Surect. 19 mm w

DHILADELPHIA AND ERIE RAILROAD .-BUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great on Begion of Pennaylvania. ELEGANT SLEEPING CARS on all Night Traina. On and after MONDAY, April 29, 1897, the trains on the Philadelphia and Erie Bailroad will run as follows:-WESTWARD.

Fast Line_____ Fast Line_____ Parkesburg Train_____

\$ 29

212

Mail Train leaves Eric Hall Train leaves Fric Heaves Williamsport Heaves at Philadelphia.

...10°25 A. M. ...10°10 P. M7°90 A. M.5°00 P. M

phia at 1200 M. ATTIVE at ATTIVE P M., ATTIVE AT OIL OIL City at 930 A. M. Leaving Philadelphia at 730 P M., ATTIVE at Oil City at 430 P. M. All trains on Warren and Franklin Railway make All trains for Franklin All trains for Franklin All FRED L. TYLER, All trains on Centre, Bagage checked through, All FRED L. TYLER, All trains on Warren and Franklin Railway make

WEST CHESTER AND PHILADELPHIA WANTER ARRANGEMENT. On and after MONDAY, October 7, 1867, Traina will teave Depos, THIRTY-FIRST and CHESSNUT Streets, West Philadelphia, as follows:--Leave Philadelphia for West Chester, as 7 4 A. M.

482 H. F. KENNEY, Superintendent.

leave Depos, THIRTY-FIRST and CHIESIN UT Streets, West Philadelphia, as follows:--Leave Philadelphia, as follows:--Leave Philadelphia, for West Chester, at7 4. A. M., 11 A. M., 250 P. M., 415 P. M., 450 P. M., 6.5 P. M., and 1730 P. M.
Leave West Chester for Philadelphia, from Depo. on East Market Street, at 615 A. M., 745 A. M., 810 and 1045 A. M., 155 P. M., 450 and 655 P. M.
Trains leaving West Chester at 500 A. M., and leav-ing Philadelphia at 456 P. M., 410 stop at B. C. Juno-tion and Media only.
Passengers to or from stations between West Ches-ter and B. C. Junction: Soft geast, will take train leaving West Chester at 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.
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

Train leaving Philadelphia at 5'66 A. M. and 4'50 P. M., and leaving Philadelphia at 5'76 A. M. and 4'50 P. M. and 2'76 P. M. General Superintendent,

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD,

TIME TABLE, On and after Wednewday, May 1, 1887, FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 54, 35, 4, 5, 54, 6 10, 7, 5, 9, 10, 11, 12 P. M. Leave Germantown 5, 7, 75, 8, 826, 6, 10, 11, 12 A. M (2, 3, 4, 45, 6, 6, 5, 7, 5, 9, 10, 11 P. M. The \$20 Down Train and 35, and 55, Up Trains will sot stop on the Germantown Branch. ON SUND AVE

The scale bown Train and 3% and 5% Up Trains will out stop on the Germanicown Biranch. ON SUNDAYS. Leave Philadelphis 9% A. M. 2, 7, 10% P. M. Leave Germanicown 8% A. M. 2, 7, 10% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 6%, 7, 9 and 11 P. M. Leave Cheanut Hill 7, 10, 8, 940, and 1140 A. M. 140. 940, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia 9% A. M. 2 and 7 P. M. Leave Cheanut Hill 750 A. M. 1240, 640, and 928 P. M.

Leave Philadelphia 5, 75, 9, and 1105 A, M. 1240, 540, and 922 P.M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 1106 A. M. 15, 4, 55, 55, 65, 505, and 115, P. M. Leave Norristown 550, 7, 700, 9, and 11 A. M. 15, 4, 55, 65, and 85, P. M. Leave Philadelphia 6, A. M., 250 and 9 P. M. Leave Philadelphia 6, A. M., 550 and 9 P. M. Leave Philadelphia 6, A. M., 550 and 9 P. M. Leave Philadelphia 6, 75, 9 and 1105 A, M. 15, 3, 55, 65, 65, 505, and 115, P. M. Leave Philadelphia 6, 75, 9 and 1105 A, M. 15, 3, 55, 65, 65, 95, and 115, P. M. Leave Manyunk 610, 75, 820, 95, and 1156 A, M. 15, 3, 55, 65, 90, 95, and 115, P. M. Leave Manyunk 610, 75, 820, 95, and 1156 A, M. 12, 3, 55, 65, 90, 95, and 115, P. M. Leave Manyunk 75, A, M. 6 and 95, P. M. Leave Manayunk 75, A, M. 6 and 95, P. M. Leave Manayunk 75, A, M. 6 and 95, P. M. Leave Manayunk 75, A, M. 6 and 95, P. M. Leave Manayunk 75, A, M. 6 and 95, P. M. Leave Manayunk 75, A, M. 6 and 95, P. M.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry). MCommencing TUESDAY, September 3, 1887, 400 P.M. Cape May, Passenger. RETURNING TRAINS LEAVE CAPE ISLAND. 9,00 A. M. MOTHING MAIL. The SUNDAY MAIL, and PASSENGER TRAIN eaves Philadelphia at 700 A. M., returning leaves cape Island at 500 P. M. Commutation tickets, good for ONE, THREE, or fWELVE months, can be procured at the Office of the Company, Camden, N. J. Through tockets can be procured at No. 828 Cheanny

the Company, Canden, N. J. Through tickets can be procured at No. 828 Chesnni itreet (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-WEST JERSEY RAILROAD LINES,

WEST JERSEV RAILROAD LINES, from foot of MARKET Bireet (Upper Ferry), Commencing TUESDAY, Soptember 17, 1897. For Bridgeton, Easen, Vineland, Millville, and In-ermediate Mations, 800 A. M., and 800 and 600 P. M. For Cape May 300 P. M. For Woodbury at 800 A. M., and 300 and 600 P. M. For Woodbury at 800 A. M., and 300 and 600 P. M. For Woodbury at 800 A. M., and 300 and 600 P. M. For Woodbury at 800 A. M., and 300 and 600 P. M. Freight Trait leaves Camden at 12 M. (moon) daily. Preight will be received at Second Covered Wharf below Walbut street, from 700 A. M. until so P. M. Freight received bofore 900 A. M. will go forward the same day.

same day. Freight Delivery, No. 225 S. DELAWARE Avenue. I 72 tf WILLIAM J. SEWELL, Superintendent.

PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER-MAKERS, BLAOK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Wates Tanks, Propeliers, etc. repectfully offse their stryles to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and Stationary: having sets of patterns of different sizes, are prepared to execute orders with guick despatch. Evers description of pattern-making made at the hortest notice. High and Low-pressure Fins, tonias, and Cylinder Bollers, of the best Pennsyl-vania charcoal iron. Forgings of all sizes and kinds into and Brass Castings of all descriptions; Roll turning, Screw Cutting, and all other work connected with the above business. The subscribers have ample wharf-dock room for

ENGINES, MACHINERY, ETC.

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.

and points on New Jersey Central Railroad to New York. At 9766 A. M.—Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road. At 1016 A. M.—Accommodation for Fort Washing-ton, stopping at intermediate stations. At 102 P. M.—Express for Bethlehem, Allentown: Mauch Chunk, White Haven, Wilkessarre, Mahanoy City, Centralia, Shenandoah, Mount Carnel, Pitston. Scrabion, and all points in the Mahanoy and Wyo-ming Coal regions. Passengers for Greenville takes this train to Cankertown. At 256 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers takes tage at Doylestown for New Hope; at North Walss for Bunneytown.

stage at Doylestown for New Hope; at North Walss for Sunneytown. At 4 P. M.—Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington: for Lumberville at Doylestown. At 5'20 P. M.—Through accommodation for Bethle-hem and all stations on main line of North Pennsyl-vania Railroad, connecting at Bethlehem with Lehligh Valley Evening train for Easton, Allentown, and Manch Chunk. At 6'20 P. M.—Accommodation for Landals, stop-ping at all intermediate stations.

At 11'28 P. M.-Accommodation for Fort Wash-

At 11'30 P. M. - Accommodation for Port frag-ington, TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 915 A. M., 276 and 840 P. M. 766 P. M. wain makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 11'20 A. M. arrive in Philadelphis at 256 P. M. Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 615 P. M., and arrive in Philadelphis 1 1 0 P. M.

at Bethlehem at 6'15 P. M., and arrive in Philadelphia (10 P. M. From Doylestown at 8'25 A. M., 5'10 P. M., and '40 P. M. From Landale at 7'30 A. M. From Fort Washington at 11'50 A. M. and 3'05 P. M. ON SUNDAYE. Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 2'45 P. M. Doylestown to Philadelphia at 7'20 A. M. Bethlehem to Philadelphia at 7'20 A. M. Bethlehem to Philadelphia at 4'30 P. M. Fifth and Sixth Streets Passenger cars convey pas-sengers to and from the new depot. Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare. Tickets sold and Bagnage checked through to prin-tickets sold and Bagnage checked through to prin-topints at Mann's North Pennsylvania Baggage Express Office, 112 No. 105 S. FIFTH Street,

DHILADELPHIA AND BALTIMORE CEN-

PHILADELPHIA AND BALTIMORE CENSE TRAL RAILROAD, Summer Arrangementar on and alter SATURDAY, June 1, 187, Trains with leave Philadelphia, & from the Depot of the West Chester and Philadelphia Railroad, corner of THERTY-FIRST and CHESN CT Streets (West Phila-delphia), at 715 A. M. and 450 P M. Leave Rising Sun at 5 '15 and Oxford at 6'06 A. M.; and leave Oxford at 3'25 P. M. A Market Train, with Passenger Car stached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1'15 A. M., Oxford at 12'00 M., and Kennett at 1'00 P. M., connecting at West Chester Junction with a Train for Philadelphia At 2'80 P. M., run ing to Philadelphia. On Wednesdays and Satur-days trains leave Philadelphia at 2'80 P. M., run the Train leaving Philadelphis at 2'80 P. M., run the Train teaving Philadelphis at 2'80 P. M., run the train to connect at Oxford with the Attes-noon Train for Philadelphia. The Train leaving Philadelphis at 4'60 P. M. runs to Rise and the Company will not in any case be reach Bottom to connect at Oxford with the Attes-noon Train for Philadelphis. The Train leaving Philadelphis at 4'60 P. M. runs to Rise Sun, M. M. Manuel to Cannect at Oxford with the Attes-noon Train for Philadelphis. The Train leaving Philadelphis at 4'60 P. M. runs to Rise Sun, M. M. Manuel M. Manuel M. M. Manuel

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, elc., elc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY. \$ 13 BEACH and PALMER Streets.

Reilroad Stations, etc. Retorts and Gas Machinery, of the intest and most Every description of Plantation Machinery, and Every description of Plantation Machinery, and Sugar, Saw, and Grist Milla, Vacuum Pana, Open Steam Trains, Defectors, Filters, Pumping Ra-

Sole Agenta for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine, 500

BRIDESBURG MACHINE WORKS

We are prepared to fill orders to any extent for our

well-known MACHINERY FOR COTTON AND WOOLLEN Including all recent improvements in Carding, Spini ning, and Weaving. We invite the attention of manufacturers to our end

tensive works, ALFRED JENKS & 6050

STEAM ENGINE MANUFACTURED BY "CORLISS." Providence Size of evilater

S "CORLISS." Frovidence, Size of cylinder, 20 inch dismeter by 48 inch stroke-about one hundrof and ten home power. Apply 10 9 25 221 Cor. of WOOD and TWENTY-FOURTH Sts., Phila,

HITLER, WEAVER & CO.,

MANUFACTURERS OF

Man Ila and Tarred Cordage, Cords

No. 25 North WATER Street, and No. 75 North DELAWARE Avenue,

Twines Etc.

EDWIN H FITLER, MICHARL WEAVER, SONRAD F CLOTHIES.

GERLACH & KLING,

IMPORTERS OF HOCK WINES,

NO. 116 NOUTH SIXTH STREET.

A first-class Restaurant is connected with the Wholesale and Retail Wine Homas, where patrons may obtain on accommodating terms, every delease the market affords. Patronage solicited.

The bark of the second of the

24

gines, etc.

JAV. UGHAN MERRICE, WILLIAM R. MERRICE JOIN E. COPE. SOUTHWARK FOUNDRY, FIFTH AND PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, MANUFACTURE High and Low Pressore Steam Hagines ion Land, River, and Marine Service. Boliers, Gasometers, Trants, Iron Boats, etc. Castings of all kinds, either iron or brass. Iron Frame Roots for Gas Works, Workshops, and Bailroad Stations, etc.