#### AN IDAHO WONDER.

A River 200 Yards Wide Falls 210 Feet Sheer-A Monatain Scene of Great Sub-limity. From the Oregon Statesman.

Snake River is the South fork of the Columbia, having the alternate name of Lewis River. The valley of the Snake lies along an almost direct line from the South Pass of the Rocky Mountains, and in the early days it furnished the most practicable route overland to the Pacific. In its descent over the elevated plains of Idaho, about 400 miles from whence it takes its rise in the Rocky Mountains, Snake River forms the great Shoshone Falls. The river here runs through a narrow, rocky gorge, which widens and terminates abruptly in precipitous cliffs, the summit of which is about one hundred feet above the level of the rapids, and so steep that the traveller can descend at only one point-an old Indian trail, its numerous windings making it about a mile in length. Following this trail slowly and carefully, the tourist will in due time find himself standing upon the bank of a river on a level with the rapids, and overlooking the falls. The width of the river at this point has been variously estimated-we thought it at least two hundred yards.

The rapids here form a series of cascades, ranging from thirty to sixty feet each in height, and just below them the river, in one unbroken mass, leaps two hundred and ten feet into the bottomless pit below. The course of the river at this point is almost due East and West; the contour of the falls is that of an irregular borseshoe, and their width, following the course of the water, is at least four hundred yards. A though the river is not quite as wide at this point as the Nisgara river, the falls are higher and quite as beautiful. The most complete view of the falls, including the river above and below the rapids, cliffs and surrounding scenery, is obtained from Lookout Point. Lookout Point is a narrow cape of rocks projecting from the main bluff about three hundred yards lower down on the river than the falls, so narrow that two persons cannot walk abreast.

Standing upon this point, we will endeavor to name the prominent places of interest. The first object which attracts our attention is Eagle Rock, a perpendicular pillar of rock about one hundred feet in height, rising from the midst of the rapids fifty yards from the South bank of the river, and almost over-hanging the main cataract. Upon the topmost peak of this rock an American eagle has built his eyrie, a fitting home for our noble national bird-long may be live to occupy his unique and romantic abode! Just above, and about the centre of the cataract, is Ballard Island, a small rocky island covered with cedar and juniper trees. Several smaller islands, to the right and left of the large one, or Ballard island, add to the beauty and picturesqueness of the scene.

The Two Sentinels-two huge rocky pillars-are one on the north, the other on the south side, overlooking the falls, and remind ing one of grim sentinels guarding their post. Lower down the river, and from a higher standpoint, one can obtain a fine panoramic view of the whole—the falls, the foaming rapids, Eagle Rock, the Two Sentinels, the huge pillars of perpetual spray rising from the bottom and near the centre of the cataract, but extending as it rises to either side, and made beautiful by the many-colored rainbows which shed a halo of giory upon the whole scene. Still lower down the river is Prospect Several gentlemen of the party, actuated by the spirit of adventure, determined to attempt, through the gulch, to reach the river below the falls. They lowered themselves fifty feet on a rope down the perpendicular sides of a rocky cliff. Reaching firm ground, they managed, with but little difficulty, to scramble down about five hundred feet to the banks of the river. Arriving there they found that their troubles had just begun; they were six hundred yards from the falls, to reach which their path lay around and sometimes over huge boulders of slippery rocks, winding along the foot of the steep banks and then through the foaming and boiling waters, the heavy swells of which reminded them strikingly of the breakers on the sea-shore. Finally they reached a point about thirty feet from the falls. Their journey here came to an abrupt termination by the shelving of the rocks into deep water. The wind struck this point with such violence that they feared to trust themselves in an erect posture. On their knees, they held with their hands to the overhanging brush to prevent being blown into the river.

We think that one cannot fully comprehend the immensity of the sheet of water and the sublimity of the scene, until he can gaze upward as we did. This point is the Cave of the Winds. The Shoshone Falls, as a whole, will compare favorably with Niagara. Those of our party who have seen both places pronounce the fermer superior in many respects. In beauty and wildness of scenery, the Shoshone cannot be surpassed. Niagara excels in magnitude only.

# Heraldic Animals.

Among the wild animals are elephants, lions, tigers, wolves, bears, antelopes, stags lynxes, porcupines, foxes, and wild boars, not to mention hogs and pigs and piglings innu-merable, long-tailed, short-tailed, and ourlytailed. Concerning all these denizens of the forest, the most remarkable thing is the unanimity that reigns among them in regard to one particular matter; what I mean is, that, with an occasional exception in favor of the pigs and piglings, one and all of them stand on their hind legs. Whatever else they may do, they are sure to do that; with their fore feet and paws they may push against some shield or hatchment, they may grasp as best they can a dagger or a battle-axe, or flourish their tails aloft and expand their nostrils as if eager for the fight; but under any cir-cumstances they decline to settle down on all fours, so that I am forced to conclude that the position which is natural to their congeners is foreign to them. With regard to some of them there are certain cabalistic expressions used which it is possible, if one could get at their significations, would throw some light on their history. Thus, concerning a leopard with spots on his body as big as pancakes, it is gravely stated that he is "countercompany of the first and second." If the reader can solve the mystery involved in that expression he is a much cleverer fellow than I am. Again, a porcupine poussetting, who has had his quills combed down smooth and sleek, is described as "gyronny of eight," which expression is also too crabbed for my powers of penetration. A lion who seems to tand ill at ease, as though on one leg rather than two, presents an enigma somewhat less difficult; concerning him it is said, "lion's gamb erased in bend within a bondure," by which I understand some accident or other to the animal's leg; gamb means leg, of course, and the erasure, which must be an injury of some kind, may have been consequent on the brute's having put his foot into chancery somehow or other, as seems to me to be inti-mated by the term "within a bondure." In the case of one of the lynxes, I find the expressions made use of to describe him, or it may be something belonging to him, are "a bend cotised sa," the purport and property of which, I am sorry to say, I am not lynx-eyed enough to discover .- Leisure Hour.

#### POLITICAL ITEMS.

-The President, Vice President, and every member of the hebel Government was a Demo -Every soldier who, after being educated at the expense of the Government, basely deserted the flag of his country and took up a ms against

it was a Democrat, - tyrry member of both branches of the Rebel Congress was a Democrat.

-Every on throat and murde er who shot down and starved defenseless Union prisoners of war was a Democrat.

-t very man in the North who sympathized

-t very man in the North who sympathized with traitors and treason in the South during the late civil war was a bemocrat.

-General N. B. Forrest, the negro trader of Tennesser, thus speaks of the Union men of the south:—'I am ashamed to own it that they were nurtaised of this soil. They are too low for me to speak about, and I have no words to

express my contempt for them."

- Four Democratic daties are published in New York—the World, the Hera d, the Democrat. and the Express. The Word calls on its readers to "hang the Hero'd" for treason to the Democravic party. The Hera d refers by calling the World editor a "subsidized Republicas," and the Democrat charges the World with being in the pay of the aristocratic bondholding achories. The World turns up its nose at the Democrat as a billby sheet, and the Democrat turnts the World with mutating its very vileness. Among all this the poor Express passes unnoticed.

—It is understood that S major Doubittle, who

requested the privilege of stumping to Ind ana, has not met with much success; that he has cauceled many of his appointments, and wishes to withdraw from the State alto-

- Gerrit Smith, who was for Chase before the New York Convention, now writes that he is warmly for Grant and Colfax, and for having

the nation pay her creditors honestly."

—At a meeting in Choctaw county, Ala., the following re-olution was passed: Resolved, That we organize into a Democratic club, to be called the Isney and Red Creek Democratic Club; and that, as the question of slavery has been forever settled, we cordially invite all Democrats, without distinction of color, to join with us, and that said organization continue until the day of the next Presidential election. -A Democrat on a Newboryport and Boston train, on Friday, made a bet that eighty-five per cent of the passengers would vote for Sey-mour. The passengers were called upon to vote, and here is the result:-Seymour, 61: Grant, 124.

- Vote our ticket, or starve; that is a fundamental proposition of Democracy in the Southern States, and it is to be systematized and rigorously carried into practice. In other words, capital is to control labor, and the working man must surrender the right of private judgment in

political matters.

-The Concinnati Chronic'e says:-"We desire our friends in other States to understand that Onio-Grant's native State-is not, and has not been at any time since the Chicago no minations were made, at all doubtful. Nor is it true, as has been gratuitously as-erted, that the Repub-licans of Ohio are apathetic. They are at work in earnest, and never with better hopes than today. We have felt sure from the outset of at least 25,000 majority for Grant in this State. The present indications are that it will exceed 40,000.

#### RAILROADS.

Their Progress Throughout the Country, -The Boston and Albany Railroad has completed its double track, the last rail being laid

between Chester and Middleneid.

—The Vermont Central Railroad has just put on five new locomotives, and has contracted for two bundled and nity freight cars, to be put on

before the 1st of October.

-The Lebanon (Pa.) and Pinegrove railroad is progressing rapidly. A large force of hands is employed all along the line, and the work

done is wonderful.

-Every mile of the Boston, Hartford, and Eric Railroad, from Boston to Fishkill, is now under contract, and it is confidently asserted that the Western end will be completed before the close of 1869.

-The business on the Lehigh and Susquehanna railroad is increasing rapidly. Rolling stock is being continually added to the road, yet scarcely fast enough to keep pace with the nereasing patropage. -August 22, 1724 eight-wheel freight cars

passed Mifflin, on the Middle Division of the Pennsylvania Railroad, being 168 cars in excess of any previous day since the road was built. The pas-enger travel over this thoroughfare is unprecedentedly large this season.

-The Engineer in Chief e-timates that the great Illinois and St. Louis Bridge will be completed in 1870 or 1871, and that in the last named year the receipts of the bridge will be \$1 136,260. The total cost of "bridge, land, and approaches" is cerimated at \$4,500,000.

—The Cincinnati Commercial computes the

aggregate cost of the railways of the United States, as represented by their capitals, is over \$1,600,000,000, or about two-thirds of the amount of our whole na local debt. Their gross earnings per year will aggregate about 5350,000.000—a greater revenue than the United States Government.

-The Legislature of Vermont has passed an

act authorizing the towns intersected by the Portland and Egdensburg Railroad to issue bonds to aid the construction of the road, but only on the following terms:—Before a town can give any aid, there must be a majority vote of the legal voters in the town; then a majority vote of the tax payers, and finally a majority vote of the taxable property as represented by the assessments, whether the owners be male or

# Lake Superior.

A correspondent of the Boston Transcript writes from the Lake Superior region:— "The city of Houghton is most romantically

situated on Portage Lake, which is in the very heart of the Keweenaw Peninsula. High hills are on both sides of it, wooded to their sum-The lake almost bisects the peninsula, and they are now cutting a canal at its northern end, so as to make an outlet in that direction. Only two miles of cutting will be required. The access to it is now through the narrow and winding channel of Portage river, where wild ducks by hundreds hide in the grass or skim along the water. One is surprised to find in this remote and secluded settlement a splendid stone school-house, built at a cost of forty thousand dollars, Gothic churches, an archwological museum, and pianos from the factories of Steinway and Chickering. With a population of less than three thousand, most of whom are miners, Houghton raises annually ten thousand dollars for schools. Nearly opposite is the town of Hancock, which is about as large as Hough-

"The travel to Lake Superior this year has been less than usual. The accidents on the lower lakes have frightened tourists, and the dullness of the copper trade has diminished the number of vessels. But accidents on Lake Superior itself are rare. There is abundant sea room, and the navigation is not so dangerous as that of Long Island Sound. The voyage is as safe and as fascinating as a voyage on the St. Lawrence or the Upper Mississippi. No one will go up to Lake Superior and come back safely without wishing and resolving to go again. In a year or two the railway from St. Paul to the head of the lake will be finished, and then the 'round' trip will be one of two thousand five hundred miles, as the Mississippi is included. But as it is now, the excursion is safe, pleasant, healthful, and most satisfying. Such is the experience of your correspondent."

B. MIDDLETON & CO., DEALERS IN COAL. Kept dryunder cover. Prepared expressly for family use. Vard. No. 1225 WASHINGTON A VARIETY OF THE PROPERTY OF THE PROPER

#### RAILROAD LINES.

ORTH PENNSYLVANIA BAILBOAD. ORTH PENNSYLVANIA RAILROAD.—

1/14E MIDDLE ROUTE.—Shortest am most cirect line to Bethlehem, Easton, Allento wn, Mauch Chunk, Hazleton, White Baven, Wilcesarre, Mahanoy City, Mount Carmel, Pittston, Beranton, Carbon-daie, and all the points in the Lehleh and Wyoning Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—Gu and after MONDAY, May 26, 1868.
Pathenger Trains leave the New Depot. Corner of BERKS and AMERICAN streets, daily (Sandays or cepted), as follows:— At 646 A. M.—Accommodation for Fors Wash-

At 636 A. M.—Accommodation for Fort Washington.

At 746 A. M.—Morning Express for Bethishom and Principal Stations on North Pennsylvania saliroza, connecting at Bethishom with Lenigh Valley and Indiana and Indi

to New York.

At 545 A. M.—Accommodation for Doylestown, stepping at all intermediate stations, Passengers for Willow Grove. Hatboro' and Hartsville, by this train take Stage at Old York Boad.

At 1870 A. M.—Accommodation for Port Washington, a opping at intermediate Stations.

At 1870 A. M.—Accommodation for Port Washington, a opping at intermediate Stations.

At 1870 P. M.—Lebigh Valley Express for Bethlehem, Allestown, Manch Chunk, White Haven, Wilkesbarre, Huzleton, Mananoy City, Centralia Shebandoah, Mt. Carmel, Pittston and Seranton, and all redute it Mananoy and Wyoming Cosi Regions.

At 235 P. M.—Accommodation for Hoylestown, Stopping at all intermediate stations.

At 31 P. M.—Lebigh and Sasquenaum Express for Bethlehem, Easton, Alientown, Manch Chunk, Wilkesbarre, and Scranton, Passengers for Graen-ville take this train to Quakertown, and for Sunney-town to North wales.

At 418 P. M.—accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hathoro, and Hartsville take stage at Abington; for New Hope at Doylestown, Al 540 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pero sylvania Railrosd, connecting at Bethlehem with Lebigh Valley Lebigh and ensquebanca Evening Train for Easton, a lientown, Manch Chunk,

At 620 P. M.—Accommodation for Lanadaic, stopping at all intermediate stations,

At 1130 P. M.—Accommodation for Fort Washing-ton.

TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. 50 P. M. 1175 A. M. and 270 P.M. Trains makes direct connec-

11.5 A. M. and 270 P. M. Trains makes direct connection with Lebign Valvey and Lebigh and Susquebanna trains from Easton, Scraoton, Wilkesbarre, Mahony City, and Hazleton.
Passengera leaving Wilkesbarre at 1.45 P. M. connect at Bethiehem at 8.05 P. M., and arrive in Philadelphia at 8.30 P. M.
From Doyleatown at 8.25 A. M., 5.00 and 7.00 P. M.
From Lausdale at 7.30 A. M.
From Fort Washington at 9.30, 10.45 A. M. and 'I P. M.

P. M. ON SUNDAYS.

Philadelphia for Betklehem at 9:30 A. M. Fhiladelphia for Doylestown at 2:00 P. M. Doylestown for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 4:30 P. M. Fith and Sixth Streets Passenger Cars convey pasengers 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. depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent. ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to prin
cipal points, at mann's North Pennsylvania Baggage
Express Office. No. 105 S. FLETH Street.

W EST CHESTER AND PHILADELPHIA
RAILROAD.-SUMBIER ARRANGEMENT,
On and after MONDAY, April 18, 1868, Trains will -Un and after MONDAY, April 18, 1868, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTY.
FIRST and CHESNUT Streets, 7-15 A. M., 11 A.

M., 230 P. M., 415 P. M., 436 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia from Depot on east Market street, at 5-15 A. M., 7-15 A. M., 7-26 A. M., 10-45 A. M., 1-36 P. M., 4-79 P. M., 0-75 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5-30 P. M.

Trains leaving West Chester at 7-30 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7-15 A. M., and going West will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junotion.

The Depot in Philadelphia is reached directly by The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS

cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at \$100 A. M. and \$200 P. M.

Leave West Chester at 745 A. M. and \$500 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:500 P. M., and leaving West Chester at 7:30 A. M. and 4:500 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are 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 is made for the same.

HENRY WOOD, General Sup't.

Philadelphia, April 1st, 1858.

FOR CAPE MAY VIA WEST JERSEY RAIL. POR CAPE MAY VIA WEST JERSEY RAILLOAD,—From toot of MARKET Street (Upper
Ferry). Commeacing MONDAY, August 21, 1868.

Trains leave as lotiows for Cape May:—
9-06 A. M., Cape May Express. due at 12-25 (noon),
3-15 P. M., Cape May Express. due at 12-25 (noon),
6-36 A. M., Morring Mail, due at 10-06 A. M.
5-06 P. M., Cape May Express, due at 8-22 P. M.
Sunday Mail and Passenger train leaves Philadelphila at 7-15 A. M. Returning leaves Cape Island at
5-10 P. M. Excursion Tickets, \$4.
Cape May Freight trains leave Camden daily at
9-20 A. M., and Cape Island at 6-45 A. M.
Commutation Tickets to tween Philadelphia and
Cape May, at the following rates:—
Annual Tickets, \$100, Guarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be produced at No, 828
Chesnut street (under the Crainantal Hotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company
WEST JERSEY RAILROAD LINES.
For Bridgeton, Ealem, Ellivilie, Vineland, and ine
termed ate Stations, at 800 A. M. and 3 30 P. M.
For Cape May, 900 A. M. and 3 15 F. M.;
Woodbury Accommodation train at 6-00 P. M.
Bridgeton and Salem Freight Train leaves Camden
daily, at 12 (noon)

Woodbury Accommodation train at 5 00 P. M. Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon.) Commutation Checks between Philadelphia and all Stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

BALTIMORE AND ORIO RAILROAD. MORE, and WASHINGTON AND HALTInow ran as follows, viz.:—
FOR BALTIMORE, FOR RALTIMORE.
Leave daily, except Sunday, at 700, 745, and 12:30 P.
M., and 2:00, and 4:20 and 8:45 P. M.
Leave daily, except Sunday, at 7:00 A. M., and 2:00
and 8:45 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS
JUNCTION.

Leave at 615 and 700 A. M., and at 200 and 4:35 P. M. FOR ANNAPOLIS.

Leave at 7:00 A. M. and 4:30 P. M. No trains ito or from Annapolis on Sunday.

ON SUNDAY.

FOR BALVIMORE.

Leave at 745 A. M., and 420 and 845 P. M. FOR WAY STATIONS. Leave at 745 A. M., and 420 and 845 P. M. FOR ALL PARTS OF THE WEST.

FOR ALL PARTS OF THE WEST.
Leave daily, except Saturday and Sunday, at 745 A
M., 430 and 845 P. M.
On Saturday at 745 A. M., and 230 P. M.
On Sunday at 745 A. M. and 230 P. M.
On Sunday at 745 and 845 P. M. only, connecting at
Relay Station with trains from Baltimore to Wheel-Relay Station with trains from Baltimore to Wheeling. Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Baukers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line,"

J. L. WILSON, Massier of Transportation, L. M. COLE, General Ticket Agent,

2 25†] GEORGE S. ROONTZ, Agent, Washington,

HREIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

Freight for all way points on the Camden and Amboy, Freshold and Jamesburg, and Burlington County Railroads, forwarded at 2 o'clock Noon.

For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Railroads, forwarded at 2% P. M.

For New York, at 12, 2%, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTEE FREEMAN, Agent, Philadelphia.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wikesbarre. Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise toneigned to the above named points.
Goods delivered at the Through Freight Depot, E. Corner of FRONT and NOLLE Streets, Before 8 P. M., will reach Wilkesbarre. Mount Carmel, Mahanoy City, and the other statious in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.

[7 2] ELLIS CLARK. Agent. THE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandse, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JUHN BINGHAM, Superintendent.

#### RAILROAD LINES.

LINE from Philadelphia to the interior of Pennayivania, the Schuylkrii, Susquehania, Cumberland, and Wyoming Valleys, the North Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1888, leaving the Company's Depot, Thireenth and Callowhile streets. Philadelphia, at the following hours:

NORMING ACCOMMODATIONS, At 730 A. M. for Reading and all intermediate stations, and Allen lown.

Returning, leaves Reading at 670 P. M., arriving in Philadelphia at 815 P. M.

MORNING EXPRESS.—At 815 A. M., for Reading Lebanon, Harrisborg, Pottaville, Pine Grove, Tamaqua, Subbury, Whitamaport, Emira Rochester, Niagara Falis, Bursio, Wilkebarre, Pittaton, York, Carlisle, Chambersborg, Hagertsown, etc., The 730 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 815 A. M. connects which the Lebanon Valley train for Harri-burg, etc., at Port Clinton with Calawisea Rullroad trains for Williamsport, Lock Haven, Emira, etc., at Harrisburg with Northern Gentral, Cumber, and Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambernburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia & 133 P. M. for Reading and Columbia Railroad trains for Columbia etc.

PUTTSTOWN ACCOMMODATION,—Leaves Pottstown at 848 A. M., stopping at Intermediate stations arrives in Philadelphia at 905 A. M. Returning leaves Philadelphia at 800 A. M. Returning leaves Philadelphia READING BAILBOAD. GREAT TRONK

Philadelphia at 430 P. M.; arrives in Pottatown at 640 P. M.
RFADING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 1015 A. M.
Lettring, leaves Philadelphia at 545 P. M.; arrives in Reading at 865 P. M.
Trains for Philadelphia leave Harristong at 840 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 765 P. M., arriving at Philadelphia at 645 P. M.
Harrisburg accommedation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Atternoon Accommodation south at 650 P. M., arriving in Philadelphia at 915 P. M.
Barke train, with a Passenger car attached, leaves Philadelphia at 115 to noon for Pottsville and at Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.
Ail the above trains run daily, Sundays excepted. Sunday trains leave rotaville at 850 A. M., and Philadelphia is 1855 P. M., treave Philadelphia for Reading at 860 A. M., returning from Reading at 425 P. M.
CHESTER VALLEY RAILROAD.—Passengers UHESTER VALLEY RAILROAD .- Passengers for Lowningtown and intermediate points take the 7:30 A.M., 12:45 and 4:30 P. M. trains from Philadelphia, resurning from Downingtown at 6:30 A. M., 100, and 5:45 P. M. ERKIOMEN RAILBOAD, -Passengers for Col-

and 545 P. M.

JERKIOM EN RAILROAD.—Passengers for Collegeville take 7:50 A. M. and 45: P. M. trains from Philadelphia, returning from Collegeville at 8:7 A. M. and 149 P. M. Stape lines for various points in Ferticomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5:00 and 5:00 P. M., passing Seading at 1 A. M., 15:00 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Nowhern Central Railroad Express Trains for Pittsburg, Chicago, William port, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pitsburg, at 3 and 5:25 A. M., 9:35 P. M., passing Seading at 4:9 and 7:06 A. M., and 1:40 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:00 P. M. Eleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHROAD.—Trains leave Poutsville at 6:45 11:50 A. M., and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7:55 A. M., for Pine-P.M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD,—Trains leave Auburn at 7% A. M. for Pinegrove and Harrisburg, and at 12% P. M. for Pinegrove and Tremont; returning from Harrisburg at
3% P. M., and from Tremont at 7% A. M., and 5%
P. M., and from Tremont at 7% A. M., and 5%

3'35 P. M., and from Tremoni at 7.40 A. M., and 5'35 P. M. H., and from Tremoni at 7.40 A. M., and 6'35 P. M. KETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Cacadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.

reduced rates.

The indicwing lickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Keading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between al
points, at \$6250 each, for families and firms.

Season Tickets, for three, six, nine, or twelve
months, for holders only, to all points at reduced

months, for holders only, to all points at reduced rates.

Clersymen residing on the line of the road will be normalized with cards, enthing themselves and wives to tickets at half fare.

Excursion lickets 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,

FRAIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 423 A. M., 1246 noon, 300, and 6 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyund. tose at the Philadelphia Post Office for all finals 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 to P. M. BAGGAGE.—Dungan's Express will collect Eag-gage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 is. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENESYLVANIA CENTRAL RAILROAD. DENESYLVANIA CENTRAL RAILROAD,
bumber time, taking effect may il. 1868.
The trains of the Pennsylvania Central Railroad
leave the Lepot, at Thirty-first and Market
Streets, which is reached directly by the Market
birect cars, the last car connecting with each train
leaving Front and Market streets thirly minutes before its ceparture. 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.
Sies ping Car Tickets can be had on application at
the Ticket office N. W. corner Ninth and Chesnut
streets, and at the depot.
Agents of the Union Transfer Company will call
for and deliver baggage at the depot, Orders left at
No. 501 Chesnut street, or No. 116 Market street, will
receive attention. Leave Depot. VIZ: receive attention. LEAVE DEPOT, VIZ:-

Mail Train.
Paoli Accommodation, No. 1..... 

Market streets. ARRIVE AT DEPOT, VIZ.:-

GET THE BEST-THE HOLY BIBLE-HARD Ing's Editions-Family, Pulpit and Pocket Bible in brantiful latyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic pectralis of families,

WM W. HARDING, Publisher,

RAILROAD LINES.

1668 -FOR NEW YORK, THE CAMDEN AND TRENT ON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARP ALSO A. M., via Camden and Amboy Accommodation. At 8 A. M., via Camden and Jersey City Ex-

At 2 P. M., vis Camden and Amboy Express... 300 At 5 50 P. M., via Camden and Jersey Oty Ex-At 6 P. M., for Amboy and intermediate stations.
At 5 20 and 8 A. M., 2 and 3 D P. M., for Freehold.
At 5 and 10 A. M., 2, 3 30 and 4 20 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3 220, 420, 6, and 11 30
P. M. for Bordentown, Burlington, Beverly, and

P. M. for Bordentown, Burlington, Beverly, and Delanco,
At 530 and 10 A. M., 1, 2, 3, 3 30, 430, 6, and 1130 P. M.,
for Florence.
At 530 and 10 A. M., 1, 3, 430, 6, and 1130 P. M.,
for Florence.
At 530 and 10 A. M., 1, 3, 430, 6, and 1130 P. M.,
for Riverton and 330 P. M. for Palmyra. 2 P. M.,
for Riverton and 330 P. M. for Palmyra.
At 530 and 10 A. M., 1, 8, 430, 6, and 1130 P. M. for
Fish House.
The 1 and 1130 P. M. Lines leave from Market
Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New
York Express Line Fare 53.
At 7 and 11 A. M., 230, 230, and 5 P. M. for Trenton
and Bristol. And at 1045 A. M., for Bristol.
At 7 and 11 A. M., 230, and 5 P. M. for Morrisville
and Tullytown.
At 7 and 1015 A. M., 230, and 5 P. M. for Schencks
and Eddington.
At 7 and 1015 A. M., 230, and 5 P. M. for Corn-

At 7 and 10 15 A. M., 2'80, 4, 5, and 6 P. M. for Corn-

At 7 and 1015 A. M., 230, \$, \$, and \$ P. M. for Cornwells, Tornsdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at \$ P. M. for Holmesburg and intermediate stations.

PROM WEST PHILADELPHIA DEPOT,
At 930 A. M., 1 30, 630, and 12 P. M. New York Express Lines, vis Jersey City, Fare \$325.

At 1 A. M., Emigrant Line, Fare, \$2.

The 930 A. M., and 630 P. M., Lines will run daily.
All others, Sundays excepted.
At 930 A. M., 130, 630, and 12 P. M. for Trenton.
At 930 A. M., 630 and 12 P. M. for B-istol.
At 12 P. M. (Night), for Morri-ville, Tullytown, Schenek's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the not street, 30 minutes before decarture. The cars on Market street Railway run direct to West Philadelph a Depot; Chesaut and Walnot within one square. On Sundays the Market street cars will run to connect with the 9 30 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWASE RAILROAD LINES.
From Kensington Depot.
At700 A. M. for Niagara Fails, Buffalo, Dunkirk. At 700 A. M. for Niagara Fails, Sulfalo, Dukira, Simira, Jihaca, Owero, Rochester, Binghamton, Oswego, Syracose, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.

At 700 A. M and 830 P. M. for Scranton, Stroudsburg, Water Gap, Beividere, Esston, Lambertville, Fiemington, etc. The 331 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Haritord, Masonville, Hainsort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Imlaystown, Sharon, and Hightstown.

Fifty pounds of bagsage only are allowed each passe-ser. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ver fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets sold and baggage checked direct through to Bosion, Worcoster, Springfield, Hartford, New Haven, Providence, Newport, Aibany, Troy, Sarstoga, Utica, Rome, Syractise Rochester, Buffaio, Niagara Fails, and Suspension Bridge.

An seritional Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and Rast may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Eaggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA, Whill leave from foot of Courtland street at 7 A. M., 1 and + P. M., and 12 night via Jersey City and Camber, at 630 P. M. via Jersey City and Kensington: at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philagell, bits Philacelphia.
From Pier No. 1 North River at 8-30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden.
WILLIAM H. GATZMER,
8152
Agent.

modation, and 2 P. M. Express, via Amboy and Camden, 8151

Agent.

Agent.

Agent.

Agent.

Agent.

Agent.

Agent.

Agent.

All Abelphia, Willington and Bal.

Timore raileroad.

Time Table, commencing Monday, April 13, 1865. Trains will leave Depot corner of Broad Street and Wash-Ing-Ton avenue as follows:

Way-Mail Train at 5:30 a. M. (Sundays excepted) for Estimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisseld and Intermediate Stations.

Express Train at 12:00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perry ville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3:30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thuriow, Linwood, Chaymort, Wilmington, Newport, Stanton, Newark, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run, Night Express at 11:00 P. M. (Daily) tor Bastimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Baliroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Monroe, Nortolk, Portsmouth, and the Sonth, rassengers for Fortress Moarce and Norfolk via Baltimore will take the 11:00 P. M. train, Via Orisield will take the 11:00 P. M. train, Via Orisield with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (dally), 1:30 tes and 2 m. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (dally), 1:30 tes and 2 m. Train viii

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (dally), 1:30 4:15, and 7:30 (daily) P. M. The 8:16 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE 7:0 PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall; 9:40 A. M., Express; 2:25 P. M., Express; 6:35 P. M., Express; 8:55 P. M., Express; 8:56 P. M., Exp

CHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINh Street Ferry as follows: cial Excursion.... Mail 730 A. M.
Freight, with passenger car attached 9 18 A. M.
Express (through in two hours) 2706 P. M.
Atlantic Accommodation 418 P. M.
Returning, leave Atlantic 518 P. M. ...5'18 P. M ...4'20 P. M. 11'40 A. M. ...7'10 A. M. Special Excursion.... Freight, with passenger car...... Express (through in two hours)...

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$3.

The Philadelphia Local Express Company, No. 625 CHESNU: Street, will call for baggage in any part of the city and suburbs, and check to notel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent,

PHILADELPHIA AND ERIE BAILBOAD. SUMMER TIME TABLE.

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

\*\*ELEGANT SLEEPING OARS on all Night Trains.
On and after MONDAY, May II, 1888, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD. on the Philadelphia and Arts Lacifollows:

Westward
Mail Train leaves Philadelphia.

Brie Express leaves Philadelphia.

Erie Express leaves Philadelphia.

Elmira Mail leaves Williamsport.

Elmira Mail leaves Philadelphia.

Elmira Mail leaves Philadelphia.

Extress at Lock Haves
Eastward

Eastward

Eastward

Express leaves Williamsport.

Express leaves Williamsport.

Express leaves Frie. 11'18 A. M 8'20 F. M. 8'50 P. M.

Brail and Express connect with Oil Creak and Al gheny River Hallroad. Baggage checked through

#### AUCTION SALES.

L IPPINCOTT, SON & CO., AUCTIONEERS

On Wedne day Morning, 0, 1868, by order of Messre, B. Diament & Co., Sept. 9, 1888, by older of Messels. 19, Daniels & Co., of New York,
The Largest and Rich at Assortment of entirely new
TRIMMINGS, BUITONS, NOTIONS,
Ever offered at auction in this city.
The goods are now landing from steamer, and full particulars will be given in future advertisement.

BUNTING, DURBOROW & CO., AUCTION HERS, Nos. 222 and 234 MARKET Street, OOR ner of Bank street, Successors to John B. Myers & Co. LARGESALE OF BRITISH, FRENCH GERMAN, AND DOMESTIC DRY GOODS, On Thursday a orning, Sept. 3, at 10 o'clock, on four months' credit. [8 28 52

LARGE FOSITIVE SALE OF CARPETINGS, 250
PIEUES FLOOR OIL CLOTH, ETC,
On Friday Morning,
September 4, at 11 o'clock, on four months' credit,
about 2-6 pieces of ingrain, Venitian, H. I. hemp,
cottage, and rag carpetings; 250 pieces oil cioins; etc. LAFGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC. On Monday Moraling. Sept. 7, at 10 o'clock, on that months' credit. 2186

LARGE PEREMPTORY SALE OF 2000 CASES
BOOTS, SHOES, STRAW GOODS, ETC.,
On Tuesday Morning.
Sept. 8, at 100'clock, on four months' credit. [9 2 5t] C. D. MCCLFES & CO. AUCTIC NEERS

SALE OF 1500 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC.
On Thursday mor. mg.
September 5, at 16 o'clock, we will send by Catalogue, for cash, a large agoriment of Boots, Shoes, Brogans, Balmora 8, etc. Baimo a s. etc. Also, Womena', Misses', and Children's ct y made goods.

MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Misor.

Peremptory Sale at 2:12 and 22:14 Filbert street,
SIX VALUABLE STEAM ENGINES AND
BOILERS.

On Saturday Morning.

Sept. 5th, at 10 reack by catalogue, at 2:12 and 22:14
Filbert street without reserve, six valuable team engines of the following power: 18, 18, 12, 9, 6 and 4 norse; isige portable boilers, three stationary boilers, two portable boilers, en oke stacks, frames, etc.

May be seen at any time.

8 25 4t

THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street; rear entrance No. 1107 Sansom 81-

Sale at No. 1110 Chesnut street,
HOUSEHOLD FURNITURE, PLANG-FORTES,
PARLOR ORGANS, FINE CARPETS, MIRRORS,
EEWING MACHINES, GUNS, FISHING RODS,

At 9 o'clock, at the Auction Store, No. 1116 Chesnut street, will be sold, by catalogue, a large assortment of ruperior Household Furniture from families declining housekeeping, comprising elegant Velvet, Brussels, Venitian, and Ingrain Carpets; Wainut Parior Sulia, in plush, reps and bair cloth; Lib ary suits; Wainut Chamber Sulis; Wainut and Oak Sideboards, Wardrobes; Secretary and Bookcases; extension Dining Tables; Lace Curtains, Sewing Machines, French Pinte Pier Mirrors; framed Engravings; Vases; plated Ware; Refrigerators, etc.

Plano-Fortes, Etc.

Also, several Flano-Fortes, Parior Organs, Harmonium, etc.

GUNS, FISHING RODS, ETC. Also, at 1 o'clock, will be soid several elegant breech-loading and other Fowling Pieces: salmon and trout Fishing Rods; Base Ball and Cricket Implements, etc

M. THOMAS & SONS, NOS. 139 AND 141

HANDSOME FURNITURE, FRENCH PLATE MIRRORS, TWO PIANO-FORTES, FIREPROOF SAFES, HANDSOME BRUSSELS AND OTHER CARPETS, E.c. On Thursday Morning.

September 2, at 9 o'clock, at the Auction Rooms, by catalogue, a large as: ortment of superior Household Furniture, comprising elegant wainut drawing-room suit, covered with crimson plush; oiled wainut chamber suits, two elegant Frenca piate mantel mirrors, three wainut bo k-cases, sibeboards, extension tables, China and g'assware, beds, and bedding, spring and hair mattresses deaks and office furniture, superior fireproof safe, made by Rvans & Watson, turning latine, counters and shelving, 500 truck baskets, high case clock, handsome Brussels and other carpets. Piano-fortes—Two elegant rosewood plano-fortes, made by Schomaker & Co. and Gaehle Manufacturing company.

# RAILROAD LINES.

THROUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now run as follows, viz.:—
FOR NEW YORK, without change of cars, Leave daily (except sunday) at 7 to A. M., 12 30 and 7 F. M.

I Leave daily (except Sunday) at 7.45 and 12.15 P. M., and 4.30 and 7 P. M., ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. SLEEPING CARS for New York on 7 P. M. train SLEEPING CARS for New York on 7 F. m. stand dairy.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohie Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent.

2257] GEO. S. ROONTZ, Agent, Washington.

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD — SUMMER ARRANGE-MENT.—On and atter MONDAY, April 13, 1868, trains will leave the Depot. THIRTY-FIRST and OHES-NUT Streets, West Philadelphis, as follows:— At 715 A. M. and 4 50 P. M., and leave Rising Sun at 515 A. M., and Oxford at 6 A. M., and leave Oxford at 8 25 P. M. A Market Train, with Passenger Cars attached, will rungon TUE DAYS and FRIDAYS, leaving the Rising San at 11:05 A. M.; Oxford, 11:45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train icaves Philadelphia at 2:30 P. M.; runs through to Oxford.

leaves Philadelphia at 2:30 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Beturning, leaves Peach Bottom to connect at Oxford with Afternoou Train for Philadelphia.

The strain leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Maryland.

Passengers are allowed to take wearing appared 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.

HENRY WOOD,

General Superintendont.

# ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS,—NEAFIE & LEVY, FRACTICAL AND THEORETICAL ENGINERRS, MACHINISTS, BOILER WARKERS, B L A O K-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged is building and repairing Marine and River Engines, high and low-pressure, from Boilers, Water Tanks, Propeliers, 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 Tabular and Cylinder Boilers, of the best Pennsylvania charcoal from, Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turning, Screw Chitips, and all other work connected with the above business.

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

The subscribers have ample wharf-dock room for

teed.
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.

JACOBO. NEAFIR.
JUHN P. LEVY.

BEACH and PALMER Streets.

NAUGHN MERBICK, WILLIAM H. MREBICK JOHN E. COPE.

JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

MERRICK & SONS.

ENGINEERS AND MACHINISTS.

Reforts and Gas Machinery, of the latest and most improved construction. improved construction.

Every description of Plantation Machinery, also
Sugar, Saw, and Grist Mills, Vacuum Pans, Oll
Sieam Trains, Defecators, Fliters, Pumping, Engines, etc.
Sole Agents for N. Billeox's Patent Sugar Boiling
Apparatus, Neemyth's Patent Steam Hammer, and
Appinvall & Woolsey's Patent Centringal Sugar
Draining Machines.

UNITED STATES REVENUE STAMPS.—
Central Depot, No. 168 South FIFTH Street, one doos
below Chesnut. Established 1862.
Revenue Stamps of every description constantiyou
hend in any amount. Proper Of peril or persons mountain mon