THE TAILY EVENING THE FORMUME PLANES OF ONLINE YOURS THE THE DAILY EVENING TELEGRAPH-PHILADELPHIA THURSDAY, JUNE 3, 1869.

SECRETARY SEWARD.

His Experience as a Southern School Teacher. A correspondent of the Rochester Express reistes the following episode of Secretary Seward's carly career, which he had from the statesman's own lips:-

- 28

Spending an evening at his house a few years ago, during that strange full, or political maze that preceded and, as I have since often thought, to his practical eye and car included, the four years' storm of blood and fire that, for a little me at least, purified the political atmosphere o that the Goddess of Liberty was no longer believed to be an African slave, the concreation at length turned to the "irrepres subject. I naturally desired, and even hoped, to gather from his wisdom some possible solution of the difficult probiem, by other means than the bloody sacrifice. He had been Governor of the Empire State, also United States Senator. Some of the abler political papers had issued from his pen. He was believed to be a statesman, a scholar, and a man of thought. But when he showed the true nature of the difficulties, and their vast extent and many complications, and said honestly that he could see no way to untie the Gordian knot, the appalling figure of the "irre-pressible conflict"-the death of slavery or the death of the republic-was present as never before. I had perhaps held this as a theoretic truth, and at times had uttered it as a note of warning: but now I fell what that truth meant. poke with deep and heartfelt sympathy for South; and, much as Southerners hated Soward, he was the only friend that could and yould have helped them at any sacrifice, had they not been too demented to be helped by any He showed how the evil had grown up. friend. ill the Southern people could neither endure i ils nor suffer the application of its only remedy "Bad as is the condition of the blacks," said he, "the scourge is not light elsewhere." He then alluded to the fact that the yellow fever had existed in New York city under the fostering care of slavery, as then it did in New Orleans. referring to the deterioration and depreciation of the soil and universal relapse to barbarism observed everywhere within slave terri-tory. "But worst of all," said he, "is the degradation of the mind and body of the owner of the soil himself, under this blighting process," And then, as if to ealiven the conversation, he said:-"To illustrate this point, liwill relate my experience in school teaching down South. When I was in my sophomore year I ran away from college and went to ---in Georgia, and opened an academy, which soon prospered under my earnest efforts, and I soon acquired great popularity, and was enjoying the new field of labor very much, when my father found out my hiding-place, and seut for me to return to college, and I was compelled to leave my successful enterprise, to the great sorrow of my patrons and pupils, who could be reconciled to my departure only by my promising them that I would send them the very best young man could find in thescollege to take my place. returned to my studies, and as the best I could do in fulfilment of my promise to my new-found friends in Georgia, sent them my excellent young friend, Mr. W. of the senior class, an ex-

"After the close of the Congressional session which had meddled with the tariff, to the great indignation of the South, on leaving the Senate business called me to New Orleans, and when about to start for home a great desire possessed me to return through Georgia and visit the scene of my school teaching, and see how the academy and my talented successor had prospered. My course in the Senate was known at the South but I felt safe until the cars arrived at -----, the former scene of my labors as teacher, when on looking from the window I saw some sayagelooking faces, and the first words I heard were, "What in — is Seward coming here for?" Not enjoying this kind of hospitality, I still did not like to come so far out of my way and not effect my object; I got out of the car. Every onellooked so ferocious I hesitated to inquire my way. I saw a large, fat, greasy, dirty man, without coat or vest, sitting with aimless stupidity on a bench. I thought it might be safe to inquire of him; but, on a nearer inspection, he was so repulsive to look upon that, from disgust, I turned aside to a cleanly and decently-dressed negro, and ked if he could tell me where I could find Mr , of whom I was in search. Casting his eye about he fastened it upon the lump of obesity l had just rejected, and with a polite bow, pointing to him, says, 'That is Mr. W----!' There was now no escape for me. On inquiry I found that he was what was left of my successor in the Academy. "On learning who I was, he was (up to the measure of his capacity) right glad to see me; took me up to his house-which was as tidy as its lord-and introduced me to his wife. learned that he had married a plantation, and settled down and enjoyed himself many years, free from the petty annoyances of the peda-gogue and the desperate excitements and turmoil of the polltical arena. But I set out to find the dear old spot where I had taught my first school. At last I came upon the place where the Academy had been. But the Osage orange, that in the days of my principalship had been an adornment, had continued to thrive, with no hand to check its wanton growth, till it had completely covered and hidden from view the entire building, which was inaccessible to me. School was dismissed, and the schoolmaster was -where?

THE WAITERS ON STRIKE.

The Perils of Hotel Life in the Metropolis-Breaking in New Sets of Waiters-Conster-nation of the Guests-Ludies' Dresses Rained and Gentlemen Shot by Champagne Corks. The dining-rooms of the Astor, St. Nicholas

and other hotels were vesterday cenes of numerous comic incidents. The waiters struck for higher wages. The proprie-tors refused to pay the demand, and employed green hands at the old prices. Many of the new comers had followed various outdoor callings and were evidently not posted in the mysteries of a waiter's life. The orders of the guests were not always fulfilled to the letter, though the impromptu waiters did their best. The guests of the different hotels were much amused at these blunders, and laughingly remarked that it was all right; but tired travellers growled with a rengeance, and regarded their half-furnished dates with looks of dismay.

HOW SALAD DRESSING WAS FURNISHED.

At one of the tables a young gentleman with a ourple neckric ordered a plate of salad dressing. The waiter receiving the order had recently been suployed as a driver on the Third avenue cars. He took the order with some hesitation, and returned with a bowl of water-cresses. The young man with the purple necktie protested, and the waiter departed, and returned with a dish of string beans. The young man smilled, and said. 'This is not what I ordered, but it will do. How's your celery ?"

"Thirty dollars a month and found, sir," was the reply. "I tak the place of one of the shtrikers, sir. They wanted thirty-five dollars a month.

CUSTARDIPLE ARTER SOURCE

A German tailor, who was desirous of chang-ng his business, had charge of a long table. He irnished each of his guests with soup, and then brought on the custard ple with a grand dourish. A thred traveller looked at the ple, and then

"Here, you-what's this? I want some roast beef, rare. Hurry up, for I've got to catch the train at half-past 6,"

Two minutes afterwards the German tailor. whose head was bursting with orders, dropped a charlotte russe and a plate of pickles in front of the traveller, who turned them over with his fork, and again shouted lustily for roast beef. SHOT IN THE NECK.

A keeper of a Bowery fruit stand was observed. among the crowd of waiters. He appeared as awkward in his white apron as an organ rinder's monkey in a new jacket. A dignified old gentleman, accompanied by two sparkling daughters, raised his finger, and the Bowery boy slid to his side with the grace of a cart

"A wine card," said the old gentleman.

The East-sider glanced at him in evident confusion, stood in a reflective attitude for ten seconds, and then rushed to the waiter's dressng-room, where he had left his coat. minute he reappeared before the astonished guest with a deck of greasy playing cards, which ie tossed upon the table, accompanied by the words, "All right, my old covey; fill your

The head walter here came to the rescue. certained that the stranger wished a bottle of Carte 4'Or, and sent it to the table, to be opened by the Bowery fruit dealer. Without waiting for it to cool, he knocked off the top with the edge of a china plate. In a second the old gen-tleman's baild head was shampooed with the froth, and many little rivulets of champagne ran down his back, and only stopped in his boots. While the venerable stranger was wiping his neck and sputtering forth his indignation, an awkward waiter opposite popped a champagne cork in his eye, and drizzled the bottle over the chignon of an English blonde.

A WASH-DISH FOR A FINGER-BOWL. During the day two Englishmen, who had arrived on the Java, visited one of the hotels, and sat down at the dining-table. The sonp was furnished in due style. The next course was fish; and the waiter, who had been a car conductor, zealous in his duty, dropped two pieces of cocoanut pie in front of the Britons. The Englishmen stared at one another, and then asked for the bill of fare. The conductor, in a fit of absence

The Englishment again looked at each other in astonishment, growled at the peculiarity of Amecican customs, and called for the regular course This was served with a vengeance. "Potted pigeons" were called for. The waiter brought the birds, but said that he couldn't find any pot to put them in. Pineapples accompanied roast turkey, boiled potatoes came with ice cream, sponge cake hobnobbed with hash, turnips were Paris. brought in with rice pudding, and chocolate cake appeared on the same dish with St. Louis ham. The Englishmen were evidently surprised at the culinary tastes of the Americans, but they kept very quiet until the close of their dinner, when they asked for finger-bowls. Car Conductor_"What?"

inlaid in panels of beautiful design. In the centre of the octagon is a massive sarcophagus of highly polished Aberdeen granite resting upon a slab of polished marble, and at its corners there are kneeling angels in bronze. Upon the lid of the sarcophagus is a recumbent figure of the Prince Consort in white marble, the work of Baron Marochetti. The dome above has a celling of blue, spangled with golden stars, and the ribs of the dome, also rich with gold, are supported by golden angels. The lantern around the dome is filled with stained glass, scheath which are charubs holding wreaths of mortelles. From the ceilings of each of the three recesses there is suspended a massive chandelier of bronze and gold. Around, the walls are formed of panelled and sculptured marbles, set with great taste and skill, and with Inscriptions and traceries interspersed. In the recess opposite the entrance there is an altar. and over it a large painting of the Resurrection; above it, in the ceiling, a freeco of the Ascen-sion. The large paintings for the other two recesses have not yet arrived. One of the free cos is Christ bearing the Cross. Over the entrance there is a picture painted by the Crown Princess of Prussia (Princess Royal Great Britain), and her Royal Highness

skilful alike as a sculptor and a painter, contributes to the statuary which adds to the adornment of the building. There are paintings of the evangelists; three statues of the rophets have yet to come. Bas-reliefs, in stauary marble, depict various appropriate Scrip tural subjects. A great quantity of enrichment in gold bronze adds to the general effect. The result is marvellously grand — a magnificent resting-place for the illustrious departed. All that affectionate reverence could dictate, wealth procure, and art achieve has been done. work worthy of our Queen-a touching expression of her Majesty's devoted affection and eep reverence for the memory of her beloved susband; and as a lasting memorial it is worthy of the Prince who so earnestly devoted himsel o promote the cultivation of the arts which are) this royal mansoleum exhibited in their itmost splendor.

Outfit of a Royal Baby.

The Countess of Girgenti expects soon to add another member to the illustrious family of Bourbon, and the Empress Eugenie has kindly given her several costly articles of baby clothing. was shown some of them a few days since They comprise an "airing" suit, namely, soft lamb's wool stockings; white quilted satin boots tipped with swan's down and tied with a blue ribbon; a long robe of the finest cambric, deli-cately embroidered with fleur de lys and the royal arms of Naples, and frilled with several rows of Valenciennes lace; a mantle, hood, para-sol, rattle, and foot warmer. Insertion is prodigally and tastefully used in the tablier and body of the robe. The mantle is of white satin, covered with Alencon point and trimmed with blue rosettes and bows. It has two sets of pelerines; one is of lace and satin, and the other satin and swan's down. The linings are of Florence silk quilted with eider down. A dozen gold nursery pins, delicately chased, are placed in a breast pocket of this garment, which is at once deliciously light and warm. In another pocket there is a duck of a handker chief, trimmed and embroidered to correspond with the robe. The vell, which is of Brussels point, is large enough for a bride on her wedding day. The Empress, not wishing to believe in the possibility of the eldest child of her young friend being a girl, only gives for the head gear a cap with a cockade and a boy's hood. There are some very dainty flannel underclothes, and a small hot water pan in silver. which was used by the Prince Imperial's nurse in keeping his illustrious charge warm during The rattle is not forgotten. his airings. toy of early infancy is of gold and mother-of-pearl, very beautifully carved. It bears the cypher M. F. P.; for the baby, if a boy, will be called Maria Francisco Piùs, and if a girl, Maria Francisca Pia, with a tail of other names held in high veneration in Spain and Naples. The crowning work of the outfit is baby's parasol, with its handle of carved ivory, its ribs of gilt bronze, its cover of glace silk lined with blue, and surmounted by an ivory Latin cross, with a tiny Madonna and bambino on the top of it. This plous symbol contains also an atom of the true cross set behind a turquoise. Isabella, of course, will have more faith in it as a preservation against lightning than in an electrical rod. The different articles I have enumerated are, with some other baby belongings, to be sent to the Countess Girgentl'in a beautiful basket of Italian straw done out in blue satin. -Letter from

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD, TIME TABLE, Com-mencing MONBAY, May 10, 1869. Trains will leave Depot corner Broad street and Washington avenue, as follows:__ Way Mall Train at 8:30 A. M. (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-Connecting with Delaware Rantostations. ton for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted) for Express Train at 12 M. (Sundays excepted) for

Baltimore and Washington, stopping at

Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4'00 P. M. (Sandays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilming-ton, Newport, Sianton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Graco, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Steinmer's Run. Night Express at 11'30 P. M. (dally), for Balti-more and Washington, stopping at Chestor, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Pasenegers for Forcess Monroe and Norfolk will take the 12'90 M. train.

take the 12'00 ML train.

WILMINGTON TRAINS. Stepping at all Stations between Philadelphia

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate Stations

Stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington ruas daily, all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Haves-de-Frace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad. Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A. M. and 4:30 P. M.

excepted) at 700 A, M, and 430 F, M. The 7 A, M, train will stop at all stations be-tween Philadelphia and Lamokin. A Freight Train, with Passonger Car attached, will leave Philadelphia dally (except Sundays) at 1960 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A, M, 2925 A, M, and 420 P, M.

excepted) at 540 Å. M., 925 Å. M., and 420 P. M. Trains leaving Wilmington at 650 Å. M. and 415 P. M. will connect at Lamokin Junction with the 700 Å. M. and 430 P. M. trains for Baltimore Central Railroad

tral Railroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 228 Chesnut street, under Continental Hotel, where also State Rooms and Borths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage elecked at their residence by the Union Transfer Commercy. Company.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA HAILROAD. FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOOK, AND

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRES and AMERICAN Streets, daily (Sundays

excepted), as follows -r At 745 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Fittston, and Tunk-hermork

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Ha-

Chank, Whitesafre, Fitzehn, Easton, Allentown, At 5-60 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 8-45 A. M., 245 and 4-15 P. M. For Fort Washington at 6-45 and 10-45 A. M., and

11:30 P. M.

11:30 P. M. For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 0:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to

the new Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9'00 A. M., 2'10, 4'45, and 8:25

RAILROAD LINES.

READING RAILROAD.-GREAT TEUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE OANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

NORNING ACCOMMODATION. MONNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Read-ing at 0:30 P. M.; arrives in Philadelphia at 9:15 P. M.

ing at 630 P. M.; arrives in Palladelphia at 910 P. M. MORNING EXPRESS. At 815 A. M. for Reading, Lebanon, Harrishurg, Potisville, Finegrove, Tamaqua, Sunbury, Wil-linusport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carilaie, Cham-beraburg, Hagerstown, etc. The 7-39 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 815 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Colum-

bia, etc. POITSTOWN ACCOMMODATION. Leaves Potistown at 625 A. M. stopping at in-tarmediate stations; arrives in Philadelphia at

 M. Returning, leaves Philadelphia at 4:30 P.
M.; arrives in Pottstown at 0:40 P. M.
READING ACCOMMODATION.
Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 Returning, leaves Philadelphia at 5-15 P. M.:

Activity of the second Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-19 P. M., Connect-

ing at Reading with Afternoon Accommodation south at 6:50 P. M., arriving in Philadelphia at 9:15 Market train, with a passenger car attached,

leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and

Philadelphia at 8:15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 F. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6'10 A. M., 1'00 and 5'45 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skip-pack at 5:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegoville and Skippack. NEW YOLK EXPICESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsyl-vania and Northern Central Railroad Express

vania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, El-mira, Baltimore, etc. Returning Express train leaves Harrisburg on returning Express train leaves marinsoing on arrival of Penneylvania Express frem Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Read-ing at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg with-out shapes. out change.

out change. A Mail Train for New York leaves Harrisburg at \$19 A. M. and 205 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RALROAD. Trains leave Pottsville at 6.45 and 11.30 A. M.. and 0.40 P. M., returning from Tamaqua at 8.35 A, M., and 2.15 and 4.35 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisbury, and at 12.15 noon for Pinegrove

LARGE SALE OF OARPETINGS, CANTON MAT-TINGS, OLL-CLOTHS, ETO, On Friday Morning. June 4, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, 1000 rolls Canton mattings, oil-cloths, etc. etc. [5 29 56 and Harrisburg, and at 12:15 noon for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 2:80 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS. Through first-class tickets and emigrant tickets

M. THOMAS & SONS, NOS. 139 AND 141 NOTICE SALE OF FINE WINES, ETC Catalogues of Mr. Grats: Private Stock of Fine Wines, otc., to be sold on Saturday, June 5, at 12 o'clock, are now ready. 62 25

AUO TION BALES.

Liste and is a second of the Print of the ----

Sale No. 3509 Baring street, West Philadelphia HANDSOME WALNUT PARLOR SITTING BO M CHAMBER, AND OAK DINING ROOM FURNI-TURE, WALNUT BOOKCASE, FINE CARPETS, ETC. RTO.

ETC. ATC. On Friday Morning. June 4, at 10 o'clock, at No. 35049 Baring street, be tween Thirry fifth and Thirty sixta streets, helow Bridge street, the handscane household furmiture, comprising weinut parlor suit, green rep. coverings, walaut bookmaao, end, during soom turniture, walnut chamber furniture, time Brasels ingrain, and Venetian carpets, chins, glassware, reframmator, kitchen turniture, etc. etc. May be cammined on morning of sale at 8 o'clock. The Vine street cars run within one square of the place of naio. [6.2.2]

ELEGANT PRIVATE LIBRARY.

On Friday Afternoon, Jure 4, at 4 o'clock, at the suction store, the shoice pri-ate library of Pobert H. Oratz, Key, going abroad. 6298

PRIVATE STOCK OF FINE WINES AND LIQUORS.

Ou Saturday, June 5, at 12 o'clock, noon, at She auction store, the pri-vate stock of Robert H. Gratz, Een, comprising fines old Moderia, Sherry, Port, Gatawba, Catalonia, Hock, Saa-terne, Rum, White, etc. Samples ready one hour previous to the sale. 76 2 34

THOMAS EIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sameon St

Sale No. 1110 Chesnut street. NEW AND SECOND-HAND HOUSEHOLD FURMI-TURE, CARPETS, PIANO FORTES, MELODEONS, PARLOR ORGANS, MANTEL AND PIER MIR-RORS, CEDAR CHESTS, PRINTING PRESSES, ETC.

ETC. On Friday Morning, At 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold a large assortment of elegant walnut parlor, chamber, and dining resem furniture. Also, car-pets, French plane mantel and pier mirrors, china, glass-ware, plated ware, planes, melodecons, eschinet organs, etc. RED CFDAR CLOTHES CHESTS At 10 clock will be sold twenty four superior codar moth-proof clothes chests.

PRINTING PRESSES-Also, two small printing

ELEGANT COUNTER-At 10 o'clock, will be sold, an logrant walnut counter, with desk, railing, etc., suitable or an office. 6 2 24

MARTIN BROTHERS, AUCTIONEERS.-(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Executric's Sale, No. 331 N. Ninth street. SUPERIOR PARLOE AND CHAMBER FURNITURE, TWO FRENCH PLATE MIRRORS, HANDSOME BRUSSELS CARPETS, FEATHER BEDS, CHINA AND GLASSWARE, FTC.

AND GLASSWARE, ATO. On Friday Morning, At 10 o'clock, at No. 331 N. Ninth street, by order of xecutrix, by catalogue, the entire superior household fur-

Hure, etc. May be examined early on morning of sale. 612t

"xocutors' Sale, N. E. corner of Thirtsenth and Spring

Executors' Sale, N. E. corner of Thirtseenth and Spring Garden streets. SURPLUS HOUSEHOLD FURNITURE, FINE FRENCH PLATE MANTEL AND PIER MIRRORS, SCHERR PIANO, FARREL & HERRING FIRE, FRODF, WALNUT BOOKCASE, BRUSSELS AND OTHER CARPETS, MATTRESSES AND BEDDING, CUT GLASS, ETC. On Saturday Morning. June 5, at 10 o'clock, at the N. E corner of Thirteenth and Spring Garden streets, the surplus household fur-niture. E32t

Important Sale, No. 5:29 Chesnut street. ELEGANT WALNUT FURNITURE. On Monday Morning. Thi instant, at 10 o'clock, at the auction rooms, by cata-logue, very elegant furniture, including suits of elegant drawing room, terlor, and library furniture, covered in fina-piush, rops, terrios, and hair-cloth; suits walnut chamber furniture, handsomely carved, insished in oil and varnish elegant wardrobes to match; handsomely carved centra and bouquet tables; elegant etageres; handsome walnut and ouget tables; elegant etageres; handsome walnut and ouget tables; elegant etageres; handsome walnut and out stands; secretary; bookcase; oiled walnut dining-nom chairs, etc.

om chairs, etc. The furniture was manufactured for the best city sales, urshed in the best and most substantial manner, and ad only on account of the manufacturer deciming

Sale N. E. corner Fourth and South streets. STOCK AND FIXTURES, COUNTERS, AND SHOW-CASES OF A DRUG STORE. On Tuesday Morning, Sth instant, at 10 o'clock, at the N. E. corner Fourth and South streets, the stock and fixtures, including counters, marble tops; showcases, shelving, cases, drawors, show bottles, stock of fine drugs, etc. 634t

BUNTING, DURBUROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

Cunning of the Fox.

A hunter, who was one morning keeping watch in the forest, saw a fox cautiously making his approach toward the stump of an old tree. When sufficiently near, he took a high and determined jump on to the top of it, and, after looking around a while, hopped to the ground again. After Reynard had repeated this knightly exercise several times, he went his way, but presently returned to the spot, bearing a pretty leavy piece of dry oak in his mouth, and thus burdened, and as it would seem for the purpose of testing his vaulting powers, he renewed his leaps on to the stump. After a time, however, and when he found that, weighted as he was, he could make the ascent with facility, he desisted from further efforts, dropped the piece of wood from his mouth. and, coiling himself upon the top of the stump, remained motionless as if dead. At the approach of evening, an old sow and her progeny, five or six in number, issued from a neighboring thicket, and, pursuing their usual track, passed near to the stump in question. Two of her sucklings followed somewhat behind the rest, and just as they neared his ambush Michel, with the rapidity of thought, darted down from his perch upon one of them, and in the twinkling of an eye bore it in triumph on to the fastness he had so providentially prepared beforehand. Con-founded at the shricks of her offspring, the old sow returned in fury to the spot, and until late in the night made repeated desperate attempts to storm the murderer's stronghold; but the fox took the matter coolly, and devoured the pig under the very nose of Its mother .- Naturalist in Norway.

The Good Country.

Edna Dean Procter, writing in the Indepen-dent of her arrival at the Hudson River Railroad depot, in New York, at an early morning hour, says:-

Among the throng waiting the departure of the train was a group of emigrants; and in it two children crying bitterly, apparently from sheer sleeplessness and fatigue.

"Poor little things," I said, "how tired they seem !"

"Yes," answered the mother, who stood by, trying to comfort them-a meanly-clad, wornlooking woman, but with soft dark eyes and abundant chesuut hair coiled under her torn "Yes, they are tired out. We landed hood. yesterday from England, after five long weeks at sea. But, thank God! I don't mind it now, We've got to the good country."

Sweet-faced, weary woman! may it indeed prove to you and your children a good country, and in the far Western home you go to gain may you find cheer and plenty to compensate you for the hardships of the past. The good country ! That is what America is to toiling, straitened millions all over the earth; and God grant that it may never cease to be.

First Englishman-"Bring us two fingerbowls.

Second Englishman—"And two napkins," Car Conductor—"What's a finger-bowl?"

First Englishman- Why, stupid, a bowl to vash our fingers in," Second Englishman-"Yes, and the towels are

to dry our hands." The car conductor disappeared, and after

long time, returned with two old-fashioned tin wash dishes, half-filled with Croton water, in the centre of which were floating two bits of Castile soap. He held them while the confused Britons washed their hands, when he told them to dry them on his apron, as the towels were on rollers, and could not be brought to the table. HOW THE HOTEL PROPRIETORS FELT.

In the beginning of the strike Aleck and Redington, the amiable sons of Colonel Stetson of Astor House fame, walked the halls in high glee, running their fingers through their halr, and talking confidently of the abilities of their new walters. Though the mistakes of the day did not fully bear out their anticipations, they express themselves satisfied with the result, and seem confident that everything will be all right this morning. Thirteen of the old waiters remain at the Astor.

In some of the hotels dinner was only served through the aid of the porters, clerks, and chamermaids. At one or two of the hotels the proprietors donned white aprons and asserted their authority, as well as contempt for "strikes," by hemselves serving the guests.

The old waiters positively assert that two-thirds of the new men will be so completely used ap after yesterday's experience that they will fail to put in an appearance at all to-day, -N. F. Sun.

The Mausoleum at Frogmore.

The London Times gives the following de scription of the mausoleum which Queen toria has built at Frogmore for the reception of the remains of the Prince Consort:--

The magnificent place of sepulture has been very nearly completed. All that remains to be added is, in fact, some further statuary and two large paintings which are yet unfinished. The it is understood, already amounts to some $\pm 2200,000$, and the whole of this defrayed from her Majesty's private purse. Access to the mausoleum is obtained by crossing a handsome stone bridge which has been thrown across a portion of the ornamental water at Frogmore. The exterior of the mausoleum is stone; interior is marble, of every hue and description. In design the structure consists of a central octagon, around which are three recesses or chapels, the entrance occupying the site of what would be the fourth. The dome of the octagon is surmounted by a cross. The external breadth of the building is 70 feet and the length 80 fect; the extreme height, from the general level of the ground to the top of the cross eighty-three feet, and the height from the floor to the dome is seventy feet. The interior is a work of art of wonderful magnificence-rich in gold and color, in painting and sculpture, in specimens of the most skifful decoration. The entrance, which faces the east, is reached by a flight of black marble steps, leading to a porch supported by granite columns, and with a celling decorated with Salviati's Venetian mosaics. The floor of with Salviati's Venetian mosales. the entrance, as well as of the entire structure, is formed of variegated marbles, polished and

-£150,000 worth of gas is annually wasted in Lon-don by leakage from the mains. -The Bavarian elections have resulted in favor of a union of North and South Germany.

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From Devlestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7.30 A. M. m Fort Washington at 9.20, 10.35 A. M., and

10 P. M. From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Poylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 8 26 A, M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tiekets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT APRIL 25, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call

Orders left for and deliver baggage at the depot. No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ .:- 8.00 A. M. TRAINS LEAVE DEPOT, VI2.:-Mail Train . 8:00 A. M. PaoM Accommodat'n, 10:30 A. M., 1:10 and 9:30 P. M. Fast Line . 11:50 A. M. Erie Express . 11:50 A. M. Harrisburg Accommodation . 2:30 P. M. Lancaster Accommodation . 4:00 P. M. Parkesburg Train . 5:30 P. M. Cincinnati Express . 8:00 P. M. Erie Mail and Pittsburg Express . 10:45 P. M. Difficultula Express . 12 Night.

Philadelphia Express, 12 Night, Erie Mall leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunlay night passengers will leave Philadelphia at 12

Philadelphia Express leaves daily. All other This daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market Streat.

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JOHN F. VANLEER, Jr. Teket Agent, No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent, No. 110 MARKET Street. SAMUEL H. WALLACE,

SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, 429 General Superintendent, Altoona, Pa.

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TRAINS LEAVE AS FOLLOWS: For Cape May and stations below Milliville, 3'15

P. M. For Millville, Vineland, and intermediate sta-tions, 8'00 A. M., 3'15 P. M. For Bridgeton, Salem, and way stations, 8'00 A. M. and 3'30 P. M.

For Woodbury at 8:00 A. M., 3:16, 3:30, and 6:00 Freight train leaves Camden daily at 12 o'clock,

Freight received at second covered wharf below

Freight received average of the second secon

to all the principal points in the North and West

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rond. BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE. On and after MONDAY, May 3, 1869.

On and after MONDAY, May 3, 1869, FOR GERMANTOWN, Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A, M., 1, 2, 354, 334, 4, 4:35, 5:05, 534, 6, 034, 7, 8, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 6, 7, 714, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M. The s20 down train and 31 and 54 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 103, P. M.

10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M.,

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 6:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOUREN AND NORRISTOWN. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 134, 8, 434, 5, 53%, 044, 806, 1005, and 1134 P. M.
Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A.
M., 134, 3, 434, 634, 8, and 934 P. M.
The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's Long.

lane.

Inc.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Coushohoeken.
ON SUNDAYS, Leave Philadelphia at 9 A. M., 25, 4, and 754

Leave Norristown at 7 A. M., 1, 514 and 9 P. M.

FOR MANAY UNK. Leave Philadelphia at 6, 7%, 9, and 11.06 A. M., 1%, 8, 41%, 5, 51%, 6%, 8:06, 10:06, and 11% P. M. Leave Manayunk at 6:10, 7, 71%, 8:10, 9%, and 11% A. M., 2, 31%, 6, 6%, 8:36, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 21%, 4, and 71% P. M. Leave Manayunk at 71% A. M., 11%, 6, and 95% P. M.

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