BALD EAGLE VALLEY AND CANAL.

Editor of The Evening Telegraph. Is it not surprising and singular that in this day of "progress and development" there should be a district, and a very extensive one, in the very heart of our Commonwealth, that has in the past exhibited vast resources upon which our emporium has drawn largely on all the elements of trade and commerce that give our State pre-eminence, paralyzed and prostrated by an apparent anomalous apathy. Our domestic industry scarcely furnishes a parallel in the history of the past when such abounding material for substantial wealth should remain inert and unproductive under the immediate observation of the custodians of the welfare of our noble old State. One would suppose cupidity alone would have elicited ere this the fostering hand of encouragement towards those who have been making herculean efforts to disenthrall themselves the past three years from the effects of the misfortunes with which they were suddenly overwhelmed. Although unfortunate, and meeting almost on every hand either decided hostility or the more enervating smiles of those

who hold the "word of promise to the ear and break it to the hope," yet, undespairing and undismayed, they are struggling towards the goal of their wishes.

But while thus laudably engaged in individual

and disjointed effort to recuperate, they are looking with anxiety begotten of hope for auxiliary ald from those who will be immensely penefited by the restoration of those works of ransit upon which they rely to furnish an outet to the exhaustless wealth of this interesting valley. They have abiding faith in the intelligence and astuteness characterizing those who have control of our magnificent internal thoroughfares of trade, that on being reminded of the loss accruing to the interests of commerce and rade by the almost entire suspension of activity n the manufactories and mines thickly dotting the valley, and acting upon the policy of "helping those who help themselves," they will at once come to the rescue, or at all events give countenance to carnest and untiring effort to

its diversified industry. The encouragement required will not involve any present expenditure of money on the part of the corporations into whose arteries of trade will be poured this invigorating and healthful commerce, but a guarantee from them to those who furnish the means to repair the canal that, by almost imperceptible reciprocity, they will relimburse them the amount advanced for the purpose. Will they demur to the generous proposition to yield twenty-five per cent., while receiving seventy-five per cent. on a trade from which they are now almost entirely cut off?

resuscitate and restore it to health and vigor in

There have been spasmodic indications of attempts to come to the aid of the gentlemen who have an immense capital invested in the real estate and mines and manufactories wide spread over the valley and lining the banks of the

An offer was made by one of the managers of the West Branch division of the Pennsylvania Canal to give a drawback of 25 per cent, on the trade coming out of the Bald Eagle Canal, and passing through that division; but while negotiations were going on, the Pennsylvania Central Railroad stepped in and purchased the West Branch Canal.

The President of the Union Canal Company offered a drawback of twenty cents per thousand feet on lumber from that canal, and passing over Union Canal to Philadelphia: but the intervention of the sale of the West Branch Canal rendered the offer unavailing. Shall the Pennsylvania Railroad Company, the Tidewater Canal Company, and Chesapeake and Delaware Canal Company, be less munificent and magnanimous than the Union and West Branch Canal? We cannot be brought to do them the injustice to believe they will suffer such leading interests to languish, by withholding the slight boon craved by those struggling for existence. They do not ask it mendaciously: they are not of the ilk who, folding their hands with culpable apathy, "Micawber"-like, expecting something to "turn up" in the shape of gratuitous tender of means of extrication.

In 1865 a destructive freshet swept the embankments and locks, and so injured the Bald Eagle Canal that the company were not able to repair it. Already there have been slx miles of the twenty-four miles of caual recovered, by epair of embankments, bridges, and locks, by ne labor and at the expense of one firm, at a arge outlay, and a drawback is needed by which they can get some returns for the outlay of capital invested while the canal was in operaion. Last year the result of this outlay was the sending of 100 cargoes of lumber from the six miles of recovered canal. And this firm, with four or five others co-operating, are prepared to repair and deepen the entire twenty-four miles of canal, that boats drawing four feet water may pass through it-the average depth of the Pennylvania canals.

It is only necessary to furnish the approximate statistics of the interests involved, perhaps, to excite inquiry and investigation in the proper marters, and to promote the unity of action necessary to the attainment of the desired consummation. There would, it is believed, pass over this canal, when in its normal state, twenty to twenty-five million feet of lumber annually, manufactured from its noble forests.

The Snow Shoe Coal Company, who have a tailroad from their mines to canal at Milesburg, and whose coal is unrivalled for its purity and finess for manufacturing, steaming, and other purposes to which bituminous coals are applied, propose to cause their ten thousand acres of coal lands to disgorge forty to fifty thousand tons, and increase to one hundred thousand per annum from their mines.

TRON. The iron ore of the valley, incomparably valuable and pure, would soon relight the extinmished fires of their dozen furnaces and rolling

CERBALS.

The prolific soil of that and contiguous valleys ould soon gladden the eyes of our commission aerchants (as of yore) with cargoes of wheat and corn at our wharves, if not consumed by the ronging thousands who will be attracted by eviving industry in the manipulation of these bried materials of manufacture.

GLASS. The blasts of the glass factories would soon he the sand banks of the valley, the crude sterial for which is now being transported by hil to Pittsburg, to be worked into all the ramifeations of that indispensable article, to be rehipped and transported to our city for sale

It will cost, it is estimated, from one hundred and twenty to one hundred and fifty thousand tellars to complete the repairs as contemplated, ad all these gentlemen ask is by compact With these companies, acting as a unit for this special purpose, to indemnify the reimbursekent of these gentlemen for the sum expended

I for repairs by giving a drawback of say twentyfive per cent, on all trade issuing from the Bald Eagle Canal, and passing through their several canals to the Eastern markets.

At present the dribbling trade of this valley is compelled to recede from a direct line at Milesburg to our city, thirty miles, to Tyrone, before taking its departure by rall for its destination. Milesburg is the natural point of departure by rail and canal, and is nearer Philadelphia by thirty miles than Tyrone. We are assured, if the repairs are made as proposed, that it will equire from eight hundred to a thousand canal coats of 100 tons burden to do the carrying trade of this valley alone,

In view of these facts, we would invoke the action of the Board of Trade of Philadelphia in the premises; let us have their encouraging 'God speed" to the gentlemen who so magnanimously step forward to rouse the dormant energies of this neglected but interesting district of our own good old Commonwealth; and then a long pull, a strong pull, and a pull altogether, and a great chasm of trade will be illed, and thousands now repluing for lack of occupation will be gladdened and cheered by returning prosperity and success. L. S. C. Philadelphia, June, 1869.

NEW ZEALAND.

Gloomy and Discouraging Prospect-Horrible Massacre of Settlers by the Natives-Hypocrisy of the Maoris.

Correspondence from Wellington, New Zealand, dated March 28, has just been received. From it we glean the following:—

On the West Coast affairs are yet more gloomy and discouraging. Another horrible massacre of settlers has taken place, as cowardly, brutal and revolting as that which occurred a ew months ago on the East Coast, though, fortunately, the victims are fewer in number. The scene of the present tragedy is White Cliffs, asmall settlement in the Taranaki district, only some twelve or fourteen miles from the town of Through the friendly natives full particulars of the manner in which the murders vere committed have been received. of the Maoris, headed by a chief named Te We erl, who has hitherto been regarded as neutral in the war, came to the cliffs in broad day-light. Only two of the Europeans were at the blockhouse, and as they suspected no unfriendly design on the part of their visitors they were easily induced to go down to the beach and look at some pigs which the Maoris stated they had brought for sale. Both of the unfortunate men were tomahawked and killed, Shortly afterwards Lieutenant Gascoigne, his wife and children, who had been working in the field of corn and potatoes, came up to the redoubt. Maoris met the lieutenant with great cordiality, and they all shook hands with him, but as he was raising his hand to open his door he was struck from behind with a tomahawk and killed. Mrs. Gascoigne and her three children were despatched in the same manner. The remaining victim, the Rev. J. Whiteley, a Wesleyan missionary, was met as he was approaching the settlement and was or-dered to return forthwith to Taranaki. On refusing to do this he was shot dead, five bullets having been subsequently found in his body. The work of murder having been accomplished. Weteri and his followers burned the blockhouse and the redoubt, and retired to the interior. The following day a settler named Mc-Donald passed the scene of the massacre, and rode into Taranaki and gave information to the authorities. A party was at once sent out to collect the bodies, the usual inquest was held, and the usual verdict returned. On the day of the funeral all the banks and stores of Taranaki were closed, and the settlers turned out en

masse as mourners. A monument is to be erected, by subscription, in memory of the unfortunate settlers.

The Rev. John Whiteley was by far the most prominent of the victims, and the apparent reluctance of the rebels to kill him is easily accounted for. This gentleman has labored as a missionary in New Zealand ever since the year before the first settlement of whites was established. His name stands out very conspicuously in the early history of the Maori mission, and apart from his efforts to convert the natives, he did a great deal of good in endeavor-ing to teach them the arts of peace. He was sixteen years at Kawhia, and while there acquired such influence among the Waikato tribes as enabled him on one occasion to induce them to liberate the Taranakis, whom they had tured in war and retained as slaves. In the native wars and feuds he was frequently appointed arbiter, so great was, at one time, the confidence of the natives in the integrity of his

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RAILROAD LINES.

READING RAILROAD,—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, May 24, 1809.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Read-ing at 6:20 P. M.; arrives in Philadelphia at 9:15 P. M.

P. M.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsviile, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falis, Busfalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Bailroad trains for Allentown, etc., and the 8-15 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

land Valley, and Schuylkal and Susquehaona trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Columbia at 12.

for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumber-

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M. stopping at intarmediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M. A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in keading at 8·05 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·19 P. M.. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

P. M.
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 excepted. cepted.
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

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 and 5-15 P. M. trains from Philadelphia, returning from Skippack at 8-15 A. M., 1-90, and 6-15 P. M. Stage lines for the various no Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PIPTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Raliroad Express trains for Pittsburg, Chicago, Williamsport, El-

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 235 and 5 20 A. M., and 10 55 P. M., passing Reading at 4:30 and 7 05 A. M., and 12 50 P. M., and arriving at New York at 11 A. M. and 12 20 and 5 P. M. Sleaning cars accounts these trains P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8'10 A. M. and 2'05 P. M. Mail Train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6.45 and 11.30 A. M., and 6.40 P. M., returning from Tamaqua at 8.35 A, M., and 2.15 and 4.35 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove

and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:80 P. M., and from Tremont at 7:40 A. M. and 5:35 P.M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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 Tiekets to Philadelphia, good for one day only, are sold at licading 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 S. Fourth street, Philadelphia, or of G. A. Nichols, General

Superintendent, Reading.
COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each for families and firms.

SEASON TICKETS. For three, six, nine, or twelve months, for hold-ers only, to all points at reduced rates.

CLERGYMEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, 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 new freight depot, Broad and Willow streets.

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MAILS

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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.
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Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond

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.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M.,
1, 2, 3%, 3%, 4, 4 35, 5 05, 5%, 6, 6%, 7, 8, 9, 10, 11, 12
P. M.

P.M.
Leave Germantown at 6, 7, 714, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 514, 6, 614, 7, 8, 8, 10, 11 P. M.
The 8 20 down train and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9 16 A. M., 2, 4 05, 7, and 103 C. P. M. 10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 93/

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 334, 534, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., Leave Cheshut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 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, 5-40, and 9-25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7½, 9, and 11°25 A. M., 12′, 3, 4½, 5, 5½, 6¼, 8°05, 10°05, and 11½ P. M. Leave Norristown at 5°40, 6½, 7, 7½, 8, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M. The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS. Leave Philadelphia at 9 A. M., 21/4, 4, and 71/4 Leave Norristown at 7 A. M., 1, 514 and 9 P. M.

FOR MANAYUNK. FOR MANAYUNK.
Leave Philadelphia at 6, 714, 9, and 11.05 A. M.,
134, 3, 434, 5, 534, 634, 8.05, 10.05, and 11.34 P. M.
Leave Manayunk at 6.10, 7, 734, 8.10, 934, and 11.34
A. M., 2, 334, 5, 634, 8.30, 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., 234, 4, and 734 P. M.
Leave Manayunk at 734 A. M., 134, 6, and 934
P. M.

P.M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. RAILROAD LINES.

1869. FOR NEW YORK, THE CAMBEN AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARP. At 6.20 A. M., via Camden and Amboy Accom 22.25 At 8 A. M., via Camden and Amboy Accom 22.25 At 8 A. M., via Camden and Amboy Express., 3.00 At 2 P. M., via Camden and Amboy Express., 3.00 At 6 P. M., for Amboy and intermediate stations. At 6.30 and 8 A. M. and 2.00 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 2, 3-30, and 4-30 P. M. for Trenton. At 6-30, 5, and 10 A. M., 1, 2, 3-30, 4-30, 6, and 11-30 P. M. for Bordentown, Florence, Burlington, Be-P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 0-30 and 10 A. M., 1, 3-30, 4-30, 6, and 11-30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 1 and 11-30 P. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Konsington and Jersey City, New York Express Line, Fare, 83. At 735 and 11 A. M., 230, 330 and 5 P. M. for Trenton and Bristol. And at 1815 A. M. and 6 P. M. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:16 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacosy, Wissinoming, Bridesburg, and Franklord, and at 8 P. M. for Holmesburg and Interconducts stations. M. for Holmesburg and intermatinte stations.

FROM WEST PHILADELPHIA DEPOT, At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Tren-

At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol, At 12 P. M. (Night), for Morrisville, Tallytown, Schenck's, Eddington, Cornwell's, Torresdate, Holmesburg, Tacony, Wisshoming, Bridesburg, and Frankford. A. M., 6:45 and 12 P. M. Lines will run

daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES,

LINES,

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap. Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Belbichem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

PROM MARKET STREET PRICEY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Meorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1, and 3-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. Hightstown.
11 10 WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAHLROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1889, Trains will Chand after MONDAY, April 12, 1868, Italia will leave as follows:— Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 Leave West Chester from Depot, on East Mar. ket street, at 6 25 A. M., 7 25 A. M., 7 40 A. M., 10 10 A. M., 1 55 P. M., 4 50 P. M., and 6 45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12 30 P. M. and 5 45 P. M.
Leave B. C. Junction for Philadelphia at 5 30 A. M.
and 1 45 P. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The

the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7.45 A. M. and 4:45 P. M. Leave B. C. Junction for Philadelphia at 600 LLIAM C. WHEELER,

4 105

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL VANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:—

WIGeneral Superintendent.

WESTWARD, WESTWARD,

MAIL TRAIN leaves Philadelphia.

"Williamsport 8:15 A. M.

ERIE EXPRESS leaves Philadelphia. 11:59 A. M.

"Williamsport 8:50 P. M.

"Arrives at Erie . 10:00 A. M.

"Williamsport 8:00 A. M.

ELMIRA MAIL leaves Philadelphia 8:00 A. M.

"Williamsport 6:30 P. M.

arrives at Lockhaven 7:45 P. M.

Baggage elecked through.
ALFRED L. TYLER, 1.1 General Superintendent.

ROOFING. R E A D Y R O O F I N G.—

STREP OR FLAT ROOFS STEEP OR FLAT ROOFS
at one-half the expense of tim. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furnium while undergoing repairs. (No graved used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S
ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short
notice. Also, PAINT FOR SALE by the barrel or gallon,
the best and cheapest in the market.

No. 711 N. NINTH Street, above Costes, and

No. 711 N. NINTH Street, above Costes, and No. 815 V ALNUT Street. TO OWNERS, ARCHITECTS, BUILDERS AND ROOFERS.—Roofs! Yes, yes, Every size and kind, old or new. At No. 542 N. THIRD Street, the AME. RIGAN CONCRETE PAINT AND ROOF OMPANY RIGAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, fire, and Water-proof, Light, Tight, Durable, No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call. Examine! Judge!

Agents wanted for interior counties.
4 294f JOSEPH LEEDS, Principal. TO BUILDERS AND CONTRACTORS.—
We are prepared to furnish English imported
ASPHALTIO ROOFING FULLY
In quantities to suit. This roofing was used to cover the
Paris Exhibition in 1887.

Nos. 617 and 519 MINOR Street. POOFING.—LITTLE & CO., "THE LIVE ROOFERS." No. 1228 MARKET Street. Every description of Old and Leaky Roofs made tight and warranted to keep in repair for five years. Old Tin Roofs made equal to new. A trial only required to insure satisfaction. Orders promptly attended to. 888 mm.

OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years.

HAMILITON & COORFER,

No. 45 S. TENTH Street.

LARZELERE & BUCHEY, Custom House Brokers and Notaries Public, No. 405 LIBRARY STREET.

ALL CUSTOM HOUSE BUSINESS TRANSACTED, PASSPORTS PROCURED,

AUG TION SALES. M. THOMAS & SONS, NOS. 130 AND 141

Sale at the Auction Rooms, Nos. 139 and 141 S.

Sale at the Auction Romas, Nos. 139 and 141 S. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, MIRRORS 6 HYDRANTS, RILLIAMD FABLES, SAILMAKER'S EXWING MACHINES, FIREPROOF OTHER CARPETS, ETC. FTO.

June 10, at 9 o'clock, at the auction remas, by catalogue, a large assertment of superior household furniture, even prising—Handsone walnut suits, covered with plush, reps, and hale-soth; superior library and dimination particles, such backers, three walnut secretaries and booknasses, wardrodes, such behavers, etagures, extension, centre, and bournest tables; 4 suits rep and lace window curining fine hair mattresses and feather beds, chima and glassward, hard matter sees and feather beds, chima and glassward, in mattresses and feather beds, chima and glassward, in mattresses and feather beds, chima and glassward, hard matter sees and feather beds, chima and glassward, hard matter sees and feather beds, chima and glassward, hard matter sees and feather beds, chima can glassward, hard sees are free remarkers and seed of the feather beds, chima and glassward, hard some volvet. Brinssis, and other carpets, etc.

Also, superior reserved billiard table, marble beds, balls, cuse, count ere, ott., complete.

Also, superior mass all box, plays 12 tunes.

Also, superior mass all box, plays 12 tunes.

Also, superior mass all box, plays 12 tunes.

Also, superior was wheel velocipuda.

682t

ELECANT DIAMOND JEWELRY JULES JURGEN-SEN WATCH, SUPERIOR CHRONOMETER, ETC. On Thorsday next, June 10, at 2 o'clock P. M., at the Anction Rooms, will be seld, for account of whom it may consern. Very elegant sulitairs brilliant diamond stud, weighs 336 Rarats. arnts. Very elegant solitaire brilliant diamond pin, weighs 3 arnis.
Very elegant solitaire brilliant diamond ring, a gem.
Two pair elegant solitaire brilliant diamond ear-rings.
Two pair elegant cluster brilliant diamond ear-rings.
One get elegant cluster brilliant diamond ear-rings and

reoch. Pair elegant emerald and brilliant diamond carings.

Kiegant diamond ring, 22 brilliants.

Kiegant diamond cross, 19 brilliants.

Fifteen diamond, emersid, and ruby rings and pins.

One genaine Julies Jurgenson independent seconds watch, 18k, gold bunting case. watch, 18k., gold hunting case.

Extra fine chronometer stem winder, nickel movement, full jowelled, 18 karat gold hunting case; superior lever watch, independent is seconds, 18k., gold hunting case; success and chain.

682

Peremptory Sale, Nos. 142 and 144 North Ninth street.
STOCK OF LOOKING GLASSES, FRAMES, FINK
CHROMO-LITHOGRAPHS, PHOTOGRAPHS, STO.
On Friday Morning.
June II, at 10 c'clock, by catalogue, at Nos. 142 and
144 North Ninth street, the stock of looking-glasses,
landsome walnut and gilt frames, large assortment of fine
chromo-lithographs, framed and unframed, engravings,
photographs, etc. etc.
Being the stock of Mr. W. H. Morgan, who is declining
the business.

674t
May be examined on the morning of sale at 8 c'clock.

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

Sale at the Auction Store No. 1110 Chesnut street.

SUPERIOR HOUSEHOLD FURNITURE. PLANGFORTES. MIRRORS. CEDAR CHESTS. FIRE.
PROOF VELVET. BRUSSELS. AND INGRAIN
CARPETS. MILLINERS' SHOW CASE. OFFICE
FURNITURE. TABLE CUTLERY. CHINA. GLASS.
WARE, REFRIGERATORS. ETC.
On Friday Morning.
At 9 o'clock, at the Auction Store, No. 1110 Chesnut
street, will be sold a large assortment of superior horsehold Furniture, comprising suits of walnut chamber furniture, finished in cil, with wardrobes to match; suits of
parior and library furniture, covered with reps, plush and
hair cloth; saits of oak and walnut dining-roun furniture.
Also, bookcasses, library and centre tables; ctagores;
music racks: hat racks; revolving office chairs; seewing and
nurse rockers. Journeys. etc. OSEWOOD PIANO FORTES. At 1 o'clock will be SECOND-HAND FURNITURE, CARPETS, ETC. om families declining housekeeping.
BAGATELLE TABLE. Also, one bagatelle table. ELEGANT CARVED OAK SIDEBOARD.

Above the splendid carved oak sideboard, coat \$1990, EMBROIDERING STAMP-MAKING MACHINE.— lso, one embroidering stamp-making machine. 6825 MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 5:29 CHESNUT Street, rear entrance from Minor.

Sale No. 506 North Ninth street.
VERY SUPERIOR WALNUT PARLOR AND CHAMBUR FURNITURE. FINE FRENCH PLATE PIER MIRROR, HANDSOME VELVET AND IMPERIAL CASPETS, ETC. ETC.

On Thursday Morning.

10th inst., at 10 o'clock, at No. 506 North Ninth street, above Buttonwood, the entire very superior household furniture, etc.

[6544]

No. 417 Bridge avenue, Camden, N. J.

SUPERIOR WALNUT PARLOR AND CHAMBER
FURNITURE, VINE BRUSSELS AND OTHER
CARPETS, MATTRESSES, ETC.

On Thursday Afternoon,
June 10, at 2 o'clock, at No. 417 Bridge avenue,
Camden, N. J., the entire household furniture, etc. [6546]

Sale at 1318 North Sixth street.

ELEGANT CARVED WALNUT FURNITURE, WALNUT AND MAHOGANY CHAMBER SUITS, SCHOMACKER 75, OCTAVE PLANO-FORTE, FINE FRENCH PLATE MANTEL AND PIER MIRRORS, BRONZES, HANDSOME VELVET CARPETS, ETC.

On Monday Morning. MIRRORS, BRONZES, HANDSOME VELVET CARPETS, ETC.

On Monday Morning.

June 14, at 10 o'clock, at No. 1315 North Sixth street, by catalogue, the entire furniture, including elegant carved walnut parlor suit, covered with fine hair cloth, lo pieces; carved; walnut ctagerea, centre and bouquet tables to match; elegant frosewood 7% octave piano-forte, made by Schomacker; fine French plate mantel and pier mirrors, bronze figures, two French mantel clocks, fancy ornaments, suit elegant walnut chamber furniture, elegant wardrobe to match; handsome suit mahegany chamber furniture, elegant wardrobe to match; walnut accretary bockcase, hair mattresses, fine cut glassware, French china plated ware, liquor case, kitchen furniture and utensils, paintings and engravings, handsome velvet, imperial, and other carpets, etc. The furniture was made to order by Henkels, and is equal to new.

May be examined at 8 o'clock on the morning of gale.

Sale at No. 1130 S. Ninth street.

HANDSOME WALNUT FURNITURE, FINE FRENCH
PLATE PIERS MIRROR, HANDSOME BRUSSELS
CARPETS, CHINA AND GLASSWARE, ETC.
On Tuesday Morning.
15th instant, at 19 o'clock, at No. 1130 S. Ninth street,
below Washington avenue, the entire very superior walnut
hsusehold furniture, etc.
May be seen early on the morning of sale.
686t BUNTING, DURBOROW & CO., AUCTION-

D EERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS,
On Thursday Morning,
June 10, at 10 c'c' ur months' credit. 6 4 56

LARGE SALE OF BRITISH, FRENCH, GERMAN,
WITHOUTH SETTINGS, CANTON MAT-June 11, 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. 65-5t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. June 14, at 10 o'clock. on four months credit. 68 ft SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., On Tacsday Morning, June 15. at 10 o'clock, on four months' credit. 695t

BY LIPPINCOTT, SON & CO., AUCTION-EERS, ASHHURST BUILDING, No. 240 MAR.

On Thursday Morning,
June 10, at 10 o'clock, on four months' credit, by order of
Kelley Manniacturing Company, New York,
2200 DOZEN HOOP SKIRTS.
Also, by order of whom it may concern,
1600 DOZEN FOREIGN AND DOMESTIC CORSETS,
Including the celebrated hip gore corsets, Eugenia
corsets, shield corsets, etc.
Also, French embroidered corsets.
Also, Joseph Balmoral skirts.
Also, Joseph Paris fancy goods and notions, comprising
the general assortment.
To which the attention of the trade is called.

In

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning, June 19, at '10 o'clock, including a large line of city-made N. B.—Sale every Monday and Thursday. 6734

BSCOTTS ART GALLERT, No. 1026 CHESNUT JAMES HUNT, AUCTIONEER, S. W. CORner FIFTH and SOUTH Streets.
REGULAR SALFS at the Auction Store, every SAT.
URDAY Morning, of Household Furniture. Housekeeping Articles, etc., received from families quitting housekeeping.

5 25 13t KEENAN, SON & CO., AUCTIONEERS, NO

WOODLANDS CEMETERY COMPANY.—
The following Managers and Officers have been elected for the year 1969:—
ELI K. PRICE, President.
PROBLEM H. MORD.
William W. Koen, William W. Keen, Ferdinand J. Dreer, George L. Buxby, B. A. Knight,

Gilhes Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH B. TOWNSEND.
The Managers have passed a resolution requiring both
Lot-helders and Visitors to present itelets at the entrance
for admission to the Cemetery. Tickets may be had at the
Office of the Company, No. 8f3 ARCH Street, or of any of O R N E X C H A N G E
BAG MANUFACTORY,
JOHN T. BAILEY
N. E. COURSE Of MARKET and WATER Streets,

DEALER IN BAGS AND BAGGING

Of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, BoneDust, Etc.
Large and small GUNNY BAGS constantly on hand,
2 27
Also, WOOL SACKS.