ITALY.

Mazzini's Defense. The Lugano Tribune publishes a manifesto from Joseph Mazzini. We subjoin the principal portions of this interesting document:—

TO MY ENEMIES: - I write to declare to my country that the recent accusations made against me in your journals prove you to be at immoral, cowardly, and stupid. Immoral, cause you utter them knowing them to be false; cowardly, because you, masters of the consti-tuted authorities, of vast financiary means, of an army which you say is devoted to you, and o a press which is devoted to you, yet employ against us the disloyal weapons of spies and calumny, thus proving your impotence with other means; and stupid, because you imagine the country which you have daily deceived throughout long years will credulously accept your accusations, and believe me and my friends to be men capable of hiring assassins, or promoting violation of property and pillage.

"The country—I do not mean the few hundred

intriguers who serve you for lucre's sake to-day, as they would serve us to-morrow could we eve accept such, but the millions of worthy citizens who, though they may at times be misled, are neither calumniators nor corrupt—the country knows you, and is beginning to know us. These millions have seen you retire from power swollen with riches, and have seen us leave it poorer than before. They have heard of Manin turned schoolmaster in exile; of the Roman General Roselli, living the life of a poor Popa-Iano for years in ellent dignity, of the modest existence of Carlo Cattaneo, in Lugano; and of Gustavo Modena, resigned to sell flour and cheese in Brussels. They have heard what numbers of our party have died in poverty, in exile, and they have understood that if we, like al mankind, are liable to intellectual error, we have neither vices nor base envy to satisfy at the expense of the property of others or of our

They have heard the glorious tradition of our Republican martyrs, all of whom, from the noble Neapolitans of 1799, down to Carlo Pisacane and Rosolino Pilo, died, whether in battle or on the scaffold, with a smile of an uncontaminated conscience on their lips, and the serone ray of hope that their blood might advance their country's future upon their brow. They have heard of the grey-haired and miserable Ginseppe Pe troni-whom you have abandoned in his Papa prison because he is a Republican and my friend and of his twice-repeated glorious refusal to escape-first to me, when I offered to contrive his flight, because he would not forsake his fellow prisoners; and again to the satellites of the Pope, because, after fifteen years of suffering they offered him his liberty on degrading condition; and they fully understand that while the least unworthy among you are men of ar opinion, or a dynastic interest, and incapable either of martyrdom or sacrifice, we are men o a faith, purified in soul by it, and incapable of

crimes inconsistent with it. . "Many Italians look beyond the Alps, and view in Republican Switzerland a speciacle of simplicity and virtue; of enduring civil concord of property inviolate and widely diffused, Many pass the sea to find the Republican United State of America full of redundant, increasing life, to see labor respected and universal, education nearly universal, the dignity of free men in all where needed, such a capacity of sacrifice both in arms and money, as could never even b dreamed of in any of your monarchies; and the have become convinced that republican institu tions signify law omnipotent; public offices be stowed on merit and virtue; moral equality promoted by equality of education; the Government, the initiator of progress; wealth, founded on labor; free and vigilant concurrence of all the citizens in all matters of import to the country, and consequent impossibility of violent revolutions; while, if they turn their eyes upon the monarchies, they se a spectacle of arbitrary government; of the public offices bestowed on the privileged by wealth or birth; corruption disseminated from above; of labor impeded at every step, both in production and circulation; ignorance fostered because an instrument of servitude-among the masses; arms and the franchise denied to the majority, and consequently periodical revolutions and constant attempts at insurrection, fatal to peace, industry, and commerce, but in-evitable when both duties and right are syste-

"When one of your Ministers-whom I would recommend to learn his country's language before he governs her-ungrammatically deplores in Parliament that men that dare to vituperate the name of liberty by boasting themselves her champion, may give occasion for iniquitous attempts that, had they been followed by the premeditated effect, would have led to truly assassin-like consequences, and adds, speaking of the discovery of concealed weapons, that 'it is needless to say that these arms were directed against worthy men; finally, when he attributes to the 'arrests' made the power to 'demonstrate that the conspincy was principally directed against the army,' the people do but laugh at his senseless affirmations and absurd hypotheses, as well as at the flagrant contradiction of declaring the conspiracy directed against an army which you accuse us of endeavoring by every means in

our power to seduce.
"But when the Italians hear you traduce Sicily in the eyes of Europe as capable of despatching two hundred assassins (accottellatori) to a city in Northern Italy, they turn from you with disgust to find you do not shrink from calumniating your native land; and judge from your use of such weapons that all others fall you; that you are henceforward victims devoted to the goddess Fear; that you are, and know you are, lost. We need not such arms as these to prove you both immoral and incapable.

Which of us is disloyal? We who waited patiently till every possible means of concord had been exhausted, and when every experiment had been tried, and every hope betrayed, openly separated ourselves from you; or you, who trod in the blood of our martyrs, by which the ground was prepared, and availed yourselves of our slience and the illusions of a whole people who trusted your promises, to seat yourselves in powerful and armed dominion upon the neck of Italy, and to say to her, 'We belong, not to you, but to the dynasty, and to us, You are robbers and assassins?"

"You had the prestige of a name-Rome-sacred among the people, the historic records of whose two epochs of civilization were a pledge of the world's respect and love; and you have while protesting the contrary, annihilated that prestige, abandoned Rome to the Papal phanom, and silently submitted to be told by a French Minister that she should never be yours.

"I would not wear not the last uncertain remnant of life left to me for a question merely po-litical, to hasten by a few years or months the foundation of republican institutions. The Republic is inevitable in Italy within a brief period, and I would fleave it to time and your errors to do the work for us. But though a question of liberty or finance may be safely left to the slow development of progressive ideas, a question of honor may not. Dishonor is to a people a gaugrene, which, if not fought against in time, is fatal to their national life. A people which, though able to do otherwise, resigns itself to foreign insult, which, though strong enough to be free and master of its own destiny, nsents to drag along in a semblance of freedom to far as others allow, and no further, is lost-it abdicates its power and its future

"We will publish and republish, through the ress, open or clandestine, according to your ersecutions, these wards, which my friend mennais-one of the hollest of our party too little remembered among us-addressed to the copie shortly before his death:- Know this, nenever in extremity of suffering you determine to win back the rights of which your op-pressors have despoiled you, they will revile on as disturbers of order, and strive to defame on as rebels. Rebels against whom? There no rebellion possible, save against the true who reaches possible, save against the true two create iniquitous privileges for themselves to the injury of the people; who impose their dominion upon them by force or fraud, and when the people overthrow that dominion they lo not disturb order; they do God's work, and

execute His ever just will. "Why do you not dare to do as England does,

and admit the inviolability of thought? Why will you confiscate this writing of mine? Why do you make it a crime in your soldiers to read our newspapers? Why do you ask Switzerland to banish me? Has Switzerland ever asked you banish any son of hers, for fear of a monarch-

al apostolate ? No, you will do none of these things. You sould not if you would. You are not a national government. You rule solely through force. so so long as that force sustains you. But complain not if, meeting apostolate with apos-tolate, the day comes when—in the name of come betrayed, of our Italian honor violated, our independence cast at the foot of the foreigner, our provinces bartered away, our country's finance ruined, our army shamed and degraded, our national life deprived of all legal expression or pact—we oppose force by force. "You are not a national government in Italy.

Herein lies your sentence; the secret of the actual state of things and our eternal right. "The birth and growth of national life in Italy were republican, and gave origin to our con-numes before the days of Rome. Our national life was republican, and creater of the idea of unity in Rome before the empire; and republi-can in its new birth and growth in our cities of the middle ages, repealing the Italian mission in arope, and extending the link of moral unity com people to people through religion, art, inlustry, and commerce. All our great records ire republican, and nearly all our great men, whether of heart or intellect, were republicans. The tendencies and customs of our civil life, and of our dawning social institutions, are republican. Italy has had patricians, but no patriciate; ondottiers, merchant rulers who had raised themselves above their fellow-citizens by arms or wealth, but not an aristocracy similar to those other European lands; compact, united, guided by universally accepted leaders, and di-

ected by a single political aim.
"These things I have felt bound to declare to ou, interpreter of your fate, so that you may snow what I do believe, and how I despise your censations. I and my best friends deliberately prosed the immature attempt which has lately ed you with such terror; but I do not mean this to defend myself to you. So soon as I hall see reason to think I can help your overthrow, I shall consider it my duty, as an Italian, do so; and I shall do so with a conscience both calm and glad. Adleu. May, 1869. JOSEPH MAZZINL

THE NAPOLEONIC REGIME.

Great Speech Against Personal Government by Prevost Paradol.

Prevost Paradol delivered a speech at Nantes which has created a very great sensation. Such an onslaught on personal government has not been spoken or written, in or out of the Chamber, since 1852. After a long and stormy introduction, he went on to try and convince his three thousand hearers that personal rule was atal to liberty, and therefore fatal to the very existence of a nation. He said:-Gentlemen:-1 told you when I last addressed

on that the Government which was required was that of the majority, whose views and wishes hould be carried out by a responsible Ministry. do not think that if we take at haphazard any twelve intelligent Frenchmen, they will be found to dissent from that proposition. Instead of that Government what have we got now? Ministers who are the mere advocates of a personal ruler; Ministers who have no will of their own because they have no responsibility: Ministers who represent nothing. They are not even the advisers of the Crown, and yet it is sometimes wholeome for a country that there should be Ministers powerful enough to compel the chief of the State to perform the will of the country which they have been instructed by the majority to earry into effect. When you are shown this phantasm of a Cabinet, and told that that is a government, it is just as if you were shown a dial, without any works inside and the hands of which are turned by a man crouching behind, and told "That is a clockion't you see the hands are moving?" enough of appearances and shams—what we want is reality. You are told that ministers, that deputies, should only play a very secon-dary part—that the reality of power must belong to the Chief of the State, and that to him alone does it belong to tell you the way you should go. There must be leaders-but we require no masters. Remember, gentlemen, that in ancien practor, addle, imperator, but Rome was free under their rule. But when they made themclves the necessary protectors of the people when one of them assumed the title of tribune of the people, par excellence, then all was lost, and Rome made rapid progress in the path of slavery. Believe me, gentle-men, this is historical truth-whenever a man usurps the pompous title of sole representative of the nation, the time is not far off when the nation will cease to exist. (Great applause.) I do not mind the upholders of the present system describing it as necessary—that is a matter of course. What is lamentable is that the radicals, the ultra democrats, hold precisely the same language, and proclaim that an absolute master is necessary. In my opinion those who tell you that there must be a responsible head of the State, who is to be able to do whatever he lists, provided the people be free to overthrow him if does wrong, give you very bad advice.

A voice-You would rather have Louis Phi-And another voice—Why, he is dead. Paradol went on—With such theories, gentlemen, instead of getting rid of absolute power-instead of bringing about its transformation, a people merely exchanges one master for another -there is a mere change of persons. But iberty is as far off as ever; the management hanges hands, but absolute power, despotism continues as strong as ever. (Applause.) Be the government a republic or a monarchy, that is a mere question of form; what is essential. what we absolutely require, is a responsible head of the Cabinet, responsible ministers, free assemblies, and free citizens. But let us leave these theoretical questions and address our-selves to more practical matters. First, as regards conservative interests. It would appear at the first blush that they ought to oppose the independent candidates and support the Government at any cost. The Governmen liself very clearly tries to alarm those interests; rumors of emeules, of disturbances, are circuated: not openly, indeed—they are hinted a inuated, and the cause which may have led to my popular excitement is carefully suppressed Well, I mean to show conservative interests that a more dangerous, a more agitating, a more revolutionary government does not exist than a government that is not really free. Can any thing be more saddening than to see a man's fortune compromised, his family possibly rained not through any miscalculation or mistake of hi own, not through the vicissitudes of commerce but because one man at the head of affairs takes up his pen and signs a decree. Where is the merchant, the manufacturer, the tradesman, who does not feel alarmed when he reflects that his whole future depends on the uncontrolled and capricious will of an absolute ruler? When I consider the sudden changes of our tariffs, which a mere decree can alter, I must say, gentlemen, that absolutism fills me with indignation. As for me, gentlemen, I consider interests quite as respectable as mere abstract opinions Applause.) When you were suddenly involved in the struggle of free trade, you were deceived y a double falsehood, First, you were promise that you would be given means to contend with-out disadvantage against foreign competition. The trade of your great city knows well enough that up to this very day it has protested and complained that this promise has not been fulfilled. All the burdens are for you. take an instance out of a thousand? Your own trade furnishes it. When salt fish is introduced from abroad without the home duty on salt being reduced, is that the competition you were promised? Next, you were told that you would compete with England on equal terms. That, gentlemen,

is not true. Superior to our neighbors in some respects, you have neither the same business con-

nections, nor the same markets, nor the same

abundance of raw materials. And then in Eng-

land and in the United States, if great virtues,

which we should do well to imitate, challenge

our admiration, there also exists a spirit of adventure which we have not got. In those countries it is not unfrequent to find reckless commercial speculators compromising large for-tunes in risky operations, which too often lead to bankruptcy, and yet they continue to get once more affoat, and recommence their career with an utter disregard of the disasters they have caused. You, gentlemen, put a higher value on commercial honor; it is not enough you that a transaction should profitable; it must be honorable as well. Let me congratulate you on that glorious inferiority. (Great applause.) I say that those who have been taken aback by these commercial variations are exposed to still disasters. This personal government affords no guarantee of security. The workman, the artisan, the small shopkeeper, has suffered even more from these commercial treaties—concluded by capricious decrees—than the capitalist and merchant prince. One of the most erroneous octions which the Government entertains is that it is possible to found the dynasty by the prestige of military glory and the glitter of great expeditions. It is in virtue of this notion that, in defiance of the country's will, the Mexican expedition was determined on, with the disasous war which it led to. Now, a man who harors such a wrong idea cannot give it up; he feels he necessity of retrieving his prestige after the russian war, which inflicted a moral check, the nfluence of which still endures. Under existing circumstances what confidence can you feel in a personal government whose amour propre has so cruelly suffered? Have you never seen a gamester at a roulette table doubling his stakes to try and retrieve his loss? That, alas! is an accurate picture of the Government of our country. Believe me, and when people talk to you of revolutions say with me, that there revolution more dangerous than a revolution which depends on a single head. Paradol then went on about the necessity of education for the working classes. He told them that without education the masses were likely to submit tonay, to admire—that strange machinery which worked above their heads. With education they would also be on their guard against those subversive and destructive systems which were every now and then held up to their admiration. They knew what a monopoly was, and when they were told that savings might be effected by the suppression of ministers, ambassadors, and standing armies, it is just as if, to effect savings in a manufactory, the owner, the fore-man, the bookkeeper, and the porter were to beldone away with. (This was greatly applauded.) He then wound up with an eloquent peroration, mploring them to unite all their efforts against the official candidate. He concluded as follows: I will now tell you, gentlemen, what your great and prosperous city represents in my eyes. You have read accounts of battles, either lost or uncertain, in which, amid the confusion and canic of a large army, a few battalions remain alone firm, and in compact order, sustained by patriotism and a sense of duty, sheltering in their ranks the colors of several regiments, and awing, by their bold front, the advancing for Nantes is one of those sacred battallons in the present struggle. Keep up your spirits; think on the future-think on what your country requires. Do not throw away your arms; do not

RAILROAD LINES.

regenerated hearts.

et us give the world the mournful sight of

slaves fighting each other with their chains. Let

us help one another, and we shall soon be able

to raise towards Heaven unfettered hands and

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

PROM WALNUT STREET WHARF.
At 6:30 A. M., via Camden and Amboy Accom. \$2:25
At 8 A. M., via Cam. and Jersey City Ex. Mail 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

At 8 and 10 A. M., 2, 3:30, and 4:30 P.M. for Trenton. At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 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, Paimyra, and Fish House, and 2 P. M. for Riverton.

The 1 and 11 30 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, \$3. At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10.15 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 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacosy, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate 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, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg,
and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run
dalle. All others, Sundays avented. daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, 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, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. Mauch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and At 11 A. M. and 5 P. Intermediate Stations.

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 19 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, Oream Ridge, Imlaystown, Sharon, and
Hightstown. Hightstown.
11 10 WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1889, Trains will leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST 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., 155 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 15-56 P. M.

Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:46 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. Passongers 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 cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8.00 A.

M. and 2.30 P. M.

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 6:00
A. M. WILLIAM C. WHEELER,
4:105 General Superintendent.

RAILROAD LINES.

READING RAILBOAD.—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, 1889.

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 6:30 P. M.; arrives in Philadelphia at 9:18 MORNING EXPRESS.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesburre, Pittston, York, Cariisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Exiltent trains for Allerians. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad 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 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 3-30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Colum-

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 5.40 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 Reading 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 7-16 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 9-16 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottaville 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 4-26 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains rom Philadelphia. Returning from Downingtown

at 6:10 A. M., I :00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 and 6:15 P. M. trains from Philadelphia, returning from Skippack at 8:15 A. M., 1:00, and 6:15 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skitynack. Skippack. NEW YORK EXPRESS FOR PITTSBURG 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 1019
P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express
trains for Pittsburg, Chicago, Williamsport, Elmira Baltimora, etc. mira, Baltimore, etc. mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2:35 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. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at

A Mail Train for New York leaves Harrisburg at 8-10 A. M. and 2-05 P. M. Mail Train for Harrisburg 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-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 6-35 P.M., TIUKETS.

TIUKETS.
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 Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 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 holders 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.

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.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS

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

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 NOBRISTOWN 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\frac{1}{4}, 3\frac{1}{4}, 4, 4-85, 5-05, 5\frac{1}{4}, 6, 6\frac{1}{2}, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10½ P. M.

10% P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

Leave Philadelphia at 0, 8, 10, 12 A. M., 2, 3%, 53, 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, 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, 71.5, 9, and 11.05 A. M.,
114, 3, 41.5, 51.4, 61.4, 8.05, 10.05, and 11.2 P. M.
Leave Norristown at 5.40, 61.5, 7, 73.4, 9, and 11 A.
M. 114, 3, 41.6, 61.4, 8, and 91.4 P. M.
The 73.4 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., 214, 4, and 714 Leave Norristown at 7 A. M., 1, 51/4 and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11-05 A. M.,
1½, 5, 4½, 5, 5½, 6½, 8-05, 10-05, and 11½ P. M.
Leave Manayunk at 6-10, 7, 7½, 8-10, 9½, and 11½
A. M., 2, 3½, 5, 6½, 8-30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
t Saled lane and Manayunk. t School lane and Manayunk. ON SUNDAYS. Leave Philadelphia at 9 A. M., 214, 4, and 714 P. M. Leave Manayunk at 714 A. M., 114, 6, and 914 P.M. W.S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILEOAD.—TIME TABLE—Commencing MONDAY, May 10, 1869.—
Trains will leave Depot corner Broad street and Washington avenue as follows.—
Way Mail Trainat 8.30 A. M. (sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winnington for Criefield and intermediate stations.

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

Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eiston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Night Express at 11:30 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Night Express at Chester, Thurlow, Linwood, Chester, Thurlow, L

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington Leave Philadelphia at 1100 A. M., 230, 500, and 7.00 P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and interme-

Wilmington 6 39 and 8:10 A. M., 1 30, 4 15, and 7:90 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-commodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mall; 2:35 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, Aberdeon, Havre-de-Grace, Perryville, Charlestown, North-East, Elkion, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. TRAL RAILROAD TRAINS.

Stopping at all stations on thester treek and Philadelphia and Baitimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 30 P. M. The 7 00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, ill leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford. Leave Fort Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 420 P. M. Trains leaving Wilmington at 630 A. M. and 415 M will connect at Lamokin Junction with the 6 A M, and 4 35 P. M. trains for Baltimore Central Railroad.
Through tickets to all points West, South, and

Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Contidental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage sheeked at their residence by the Union Transfer H. F. KENNEY, Superintendent.

PENNSYLVANIA FOR BETHLEHEM, DOYLESTOWN, AUCH CHUNK, EASTON, WILLIAMSPORT, TLKESBARRE, MAHANOY CITY, MOUNT PITTSTON, TUNKHANNOCK, AND

SUMMER ARRANGEMENTS. Passenger Trains leave the Dopot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:At 7:45 A.M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, eranton, and New Jersey Central and Morris and Essex Railroads.
At 1:45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hadeton.

At 5:00 P M. for Bethlehem, Easton, Allentown, At 5"00 F at. 100 At and Mauch Chunk, and Mauch Chunk, For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.
For Abington at 1:15, 3:15, 5:20, and 8 P. M.
For Lansdale at 6:20 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

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethichem at 9:30 A, M.,
Philadelphia for Doylestown at 2 P, M.
For Abington at 7 P, M.
Doylestown for Philadelphia at 6:30 A, M.
Bethichem for Philadelphia at 4 P, M.
Abington for Philadelphia at 5 P, M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S, FIFTH Street.

Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, 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.

Walnut streets the behad on application below.

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 for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

| Mail Train | 8-00 A. M. | Paoli Accommodat'n, 10-30 A. M., 1-10 and 7-90 P. M. | Fast Line | 11-50 A. M. | Erle Express | 11-50 A. M. | Harrisburg Accommodation | 2-30 P. M. | Lancaster Accommodation | 4-00 P. M. | Parkesburg Train | 5-50 P. M. | Cincinnati Express | 8-90 P. M. | Cincinnati Express | 10-30 P. M. | Frie Mail and Pittsburg Express | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. | Philadelphia Express | 12 night. | 10-30 P. M. |

Fittladelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 colons.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ.:—
Sincinnati Express. 3-10 A. M.
Philadelphia Express 6-50 A. M.
Paoli Accommodat'n, 8-20 A. M., 3-40 and 6-20 P. M.
9-35 A. M. Fact I Accommodat a, 6 20 A. Francisco Brief Mail
Fast I inc
Parkesburg Train
Lancaster Train
Eric Express
Day Express
Southern Express

4 29 General Superintendent, Altoona, Pa.

W EST JERSEY RAILROADS.—FOR CAPE MAY, BRIDGETON, SALEM, ETC.
Commencing MONDAY, June 11, 1869.
TRAINS LEAVE AS FOLLOWS:—
For Cape May, Millville, Vineland, and intermediate stations below Glassbore, at 8 00 A. M. and 3 15 P. M.
For Bridgeton, Salem, and all way stations, at 8 00 A. M. and 3 30 P. M.
For Woodbury and Glassbore, at 8 00 A. M., 3 30 and 6 P. M.

Sunday Mail leaves Philadelphia at 7 16 A. M., returning leaves Cape May at 5-10 P. M. Freight train leaves Camden daily at 12 noon. Freight received at first covered wharf below Walnut street. Freight delivered to No. 228 S. Delaware avenue. 6 11 WM J. SEWELL, Superintendent. Walnut street

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 Administrator's Sale on the Premises, No. S5S Marshall

Estate of T. Willard George, deceased.

MODERN RESIDENCE AND FURNITURE.

On Monday Morning.

June 14, at 16 'o'lock, at No. SAS Marshall street, by order of administrators, all that modern three-story brick residence, with twe-story back buildings and lot of ground, west side of Marshall street, containing in iront. 17% feet, and in depth 109. Clear of all incumprence. Jone 1759 lee, and branch 1759 lee, and of residence will be sold, by Inmediately after sale of residence will be sold, by catalogue, the walnut parlor, dining room, and chamber formulare; resewood plane, china and glassware. Brus els, ingrain and other carpets; hair mattresses, feather beds, 61124.

SALE OF REAL ESTATE AND STOCKS. June 15, at 12 o'clock, noon, at the Exchange:

McKEON AVENUE and CLAPHER Street, S. E. corrers Elegant Country Seat, Mansion, Cosch-bouse, and exauting grounds.

DARBY Road Twenty-seventh ward Hotel, known as Railye Sin Reing Sun.

GREEN, east of Fortieth Dwellings and Large Lot.

MARGARETTA, No. 110 - Bake house.

FRONT (North), No. 347 - Briek Dwelling.

CALLOWHILL, No. 124 - Store.

CALLOWHILL, No. 126 - Hotel.

POWELTON Avenue and STATE Street—Stable and

MERCHANTVILLE, New Jersey-Country Seat, II HOLMESHURG, Twenty-third ward Country Seat and Jarm of Macres, adjoining "Crystal Springs,"
TENTH and WHARTON, S. W. corner Store and

WHARTON, No. 1012—Brick Dwelling,
WHARTON, No. 1012—Brick Dwelling,
HOLMESHURG, Twenty-third ward, Decatur street—
Dwelling and Lorge Let.
TENTH (South), No. 007—Modern Dwelling.
BROWN, No. 1118—Hotel.
FIFTEENTH (South), Nos. 922 and 924—Brick Dwell-WALLACE, No. 2215 - Modern Dwelling, COATES, No. 2218 - Modern Dwelling, MARKET, No. 3729 - Store and Dwelling, SHIPPEN, No. 2014 - Modern Dwelling, CLINTON County, Pa. - Tract of 331 acres, SIXTH (South), Nos. 1702, 1704, 1708, and 1708 - Modern Dwelling.

SIXTH (South), Nos. 1702, 1704, 1708, and 1708—Modera Dwellings.
ONTARIO, No. 1428—Desirable Dwelling.
GREEN, No. 2520—Modern Residence.
CORINTHIAN Avenue, No. 322—Modern Dwelling.
STOCKS, KTC.
\$20.000 Schuylkill Navigation Loan, 1872.
\$12000 Schuylkill Navigation Loan, 1882.
61 shares Pounsylvania Railroad.
12 shares Bank North America.
8 shares Minohill Railroad.
70 shares Minohill Railroad.
10 shares Pennsylvania Steel Co.
11 share Acudeny of Fine Arts.
10 shares Pennsylvania Steel Co.
12000 5 per cent. Register of Loan of the State of Pounsylvania, act of February 2, 1827, 1525 series.
100 shares Enterprise Insurance Co.
1 share Point Breeze Park.

[5 11 34

MARTIN BROTHERS, AUCTIONEERS. No. 529 CHESNUT Street, rear entrance from Minor.

Sale at No. 1130 S. Ninth street.

HANDSOME WALNUT FURNITURE, FINE FRENCH
PLATE PIERS MIRROR, HANDSOME BRUSSELS
CARPETS, CHINA AND GLASSWARE, ETO.
On Saturday Morning,
12th instant, at 10 o'clock, at No. 1130 S. Ninth street,
below Washington avecue, the entire very superior walnut

May be seen early on the morning of sale' 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 CAR-PETS, ETC.

MIRRORS, BRONZES, HANDSOME VELVET CARPETS, ETC.

On Monday Morning.
June 14, at 10 c'clock, at No. 1318 North Sixth street, by catalogue, the entire furniture, including elegant carved walmut parior suit, covered with fine hair cloth, 10 pieces; carved, walmut etageres, contre and bouquet tables to match; elegant brosevood 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 mahogany chamber furniture, elegant wardrobe to match; walnut secretary bookcase, hair mattresses, fine cut glassware, French china platted ware, liquor case, kitchen furniture and utensila, paintings and engravings, handsome velvet, imperial, and other carpets, etc. The furniture was made to order by Herkels, and is equal to new.

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

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DEY GOODS. On Monday Morning, June 14, at 10 o'clock, on four months' credit. 685t SALE OF 1500 CASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC., June 15, at 10 o'clock, on four months' credit. 6956

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday Morning. June 17, at 10 o'clock, on four months' credit. [61156] C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC., ETC., On Monday Morning,
June 15, at 10 o'clock, including a large line of city-made N. B.—Sale every Monday and Thursday. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street: rear entrance No. 1107 Sansom St. BY LIPPINCOTT, SON & CO., AUCTION-KERS, ASSHURST BUILDING, No. 240 MAR-

KET Street. Brootes Breef, Philadelphia. JAMES HUNT, AUCTIONEER, S. W. COR-JAMES HUNT, AUCTIONED, S. nor FIFTH and SOUTH Streets, RIGULAR SALFS at the Auction Store, every SAT-URDAY Morning, of Household Farnitare, Housekeeping Articles, etc., received from families quitting house families of 25 128

KEENAN, SON & CO., AUCTIONEERS, NO ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS -NEAFIR & LEVY,
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER
MAKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively origaged in building and repairing Marine and
River Engines, ligh and low-pressure, from Boilers, Water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary, having
softs of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Law-pressure Fine Tubular and Cyllader Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds,
from and Brass Castings of all descriptions. Roll Turning,
Server Cutting, and all other work connected with the
above business.

Denwings and specifications for all work done at the above business.

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

The subscribers have ample wharf dock-room for repairs of boats, where they can lie up perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets. MERRICK & SONS SOUTHWARK FOUNDRY,

No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE, Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE,

Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE HYDRO EXTRACTOR

For Cotton or Woollen Manufacturers. 7 10 mwf 2. VAUGHN MERRICE. WILLIAM H. MERRICE. JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND
WASHINGTON Streets.

PHILADELPHIA

PHILADELPHIA

MERRICK & SONS,

RNGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for
Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roots for Gas Works, Workshops, and Raflroad Stations, etc. Frame Roofs for Gas Works, Worksnops, and Rail-road Stations, etc. Rotorts and Gas Machinery of the latest and most im-Reforts and Gas and Cas proved construction.

Every description of Piantation Machinery, also, Sugar, Every description of Piantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defectors, Filters, Pumping Euginee, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nosmyth's Patent Steam Hammor, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

GIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.