UNLOOKED FOR.

Rhinoceres Breaks from His Cago-The Helcose Pachyderm Carries Terror among the Savines of a Country Village-Exciting Chase and Finni Cupture. n the Coemal (N.Y.) Courier.

On Monday last, while the keepers employed in the care of the large collection of animals comprising Van Amburga's great Golden Menagerie were ensured in taking the beasts from the permanent densus acceges in which they had been confined during its winter months, within the large and substantial building on the Star Kidge farm, situated on the lill west of Brewster's Station, and were placing them in the new and elegant cages prepared for the remaining the star in the new and elegant cages prepared for the farm, and were placing them in the new and elegant cages prepared for the farmal summer tour, a scene took place when Ben in the new and elegant cages prepared for Setr annual sammer tour, a scene took place which for a time struck consternation, if not terror, in the brats of all who witnessed it. It appears that the blanceros, which is the only one in the United Sates, and which forms one of the unique attractions of the menageric, has been allowed to disport limself in a large box stall, some fourteen feet square, formed of a double thickness of four-inch ediplank. He liked his quarters, which were roomy, warm, and comfortable, and, empoying himself, he had gontrived to wax fat and increase his already enumous proportions, the natural results of a trap-Tarmous propertions, the natural results of a transul mind, good grub, and a clear conscience. It stands necessary, however, to remove him from a snuggery to the close confines of his travelling clace, and preparations were made accordingly.

The portable den was dragged in front of his win portable den was dragged in front of his winstrers, which stands on the left of the buildst beyond is a large door, twelve feet wide,
out late the stock yard, and at the extreme
the building there is another door, epening
cid, and from which there is a fine view of
poor, about a quarter of a mile away. After
had been placed in the proper position, the
s commonced "stirring up" the huge beast
als, etc., with the view of making him "get
get" into it. It was sometime before he could into it. It was sometime before he could appen to stir, for, as the good book says, eth iron as straw, but at last he made and regarded from as straw, but at has he made a sudden give through the entrance, with his enormous not, pushing the cage several feet from him, and making a rush out of his den into the floor of the building. He paused a momeat and looked about him, its pininty saw that he was master of the situation and "monarch of all he surveyed," but heiligted how to avail himself of his newly acquired have the strain of the serveyed. He did not pause long; his bright eye a glimpse of the shining waters of Peach pon which the bright beaus of the April sun avisg, and without further hesitation he up his loins, and with a loud bellow, "made

Out of the door, through the field, over the fence went like an immense india-rubber, steel-plated onster, knocking fences into splinters, and spread-g terror among the cows, calves, and other peace all bovines who were pastured near, and other peace-ful bovines who were pastured near, and made a "straight streak" for the pond. The keepers stood for a moment aghast. There were twenty thousand fallars cutting across the lots at full speed, and where he would bring up or how they should secure him or bring him back was a puzzle they could not solve. And then the mischief he might do! Lang-worthy the line king. worthy, the lion king, was the first to recover his presence of wind, and rushing to the elephant's room, he called the deg "Jack," ever near his comon Tippoo Sahlb, and pointed out the truant

antly, and giving a hoarse bark started off in full mase, followed by keepers, grooms and stable-boys, and all hands. By this time Mr. Khinoceros had ached the pond, and was already laving his huge Mes in its placid water, and disporting himself in a 10st joyous and demonstrative manner. As soon as 16 dog had reached the lake the rhinoceros made for deeper water, which he gained soon, and then, taking a dive, was lost to view beneath the surface. For several minutes nothing was seen of him. The enstood on the banks with despairing looks, and edog circled round and round, searching for him I vain. At last his gigantic head came spouting up ome two hundred yards off, and Jack, with a loud

yelp, paddled after him.

The rhinocoros remained still until Jack arrived within a few feet of him, and then "went for him," intending, no doubt, to finish him with his horn; but Jack stood his ground—or his water—and as the beast came close to him, he dexterously got out of the way, and, swinging round, got Mr. Rhino by the ear! This was a piece of strategy entirely unanticipated by the animal, and he did not seem to know what to make of it; he tried to shake the dog off, but without success, nor could to know what to make of it; he tried to shake the dog off, but without success, nor could he get at him with his horn or ponderous jaws, and after a vain straggle to get rid of his persistent enemy, at last allowed himself to be persuaded to take the back track, and was thus, after a considerable time, gently led to the shore, a sadder if not a wiser beast. By this time the men had supplied themselves with strong ropes, with which they succeeded in trammeling him in such a manner that they were at last enabled to get the animal back to the building, and finally, by tempting him with a savory dish of some two bushels of turning and meal induced him to enter his den, the nips and mosal induced him to enter his den, the ponderous bars of which were firmly secured, and he was thus made fast for summer. When next he runs away we hope we may be there to see, for a runaway rhinoceros is somewhat of a novelty.

GENERALITIES.

Rough on the Preachers. From the Georgetown (Colorado) Miner, July 6.

The practice of plagiarism is becoming so common

a journalistic and ministerial circles as to farnish agas for a feeling of profound disgust with any and il who may have regard for themselves or the lite-ature of our land. In a late issue of the New York rature of our fand. In a late issue of the New York Herald we find a report of a sermon delivered in that city by the Rev. T. T. Kendrick, of Cincinnati, which for downright plagiarism beats anything we have seen in a long time. The reverend gentleman spoke from the text, "Hell: Three, Reasons Why," and we rom the text, "Hell: Three, keasons why, and we mean to say that if the speaker expects to continue is wholesale literary thefts he had best inform himself regarding the customs of the locality in question. A goodly portion of the sermon may be found in the first pages of "Dr. Gunn's Domestic Physician," in the article headed "Hope," prepared for Gunn's work by Dr. Jordan, of the indianapolis Gazette, who ale the language from one of Prentice's well-known

From the Roxbury (Mass.) Journal, July 10.

While a party of Indies and gentlemen were on the

op of a house in Kearsarge avenue, viewing the ireworks in different quarters on the evening of the sth, two of the gentlemen were struck by minnle ets at the same instant-the one in the arm, the ballets at the same instant—the one in the arm, the other in the leg. The bullets came smartly against them, but their force was too far gone to penetrate the flesh, and they dropped at the feet of those they had struck, where they were picked up. Neithers had been fired from a rife, as their shape was not changed. It is probable that they were in a carchanged. It is probable that they were in a cartridge with which some careless boy had loaded and
lischarged a gun. They undoubtefly carried death
with them to any one whom they might have ensountered before their propulsive power had left
them, and it would have been as marvellous as
melancholy if the gallant hero of the Kearsarge, who
was one of the gentlemen struck, had escaped the
langers of his profession to be brought down in this
tray.

The people of this country, for some reason or other, labor under the delusion that the railroad system of England is the most perfect in the world, and that it furnishes better protection to life and jumb than the American system. We are led to have serious doubts on this subject, from the repord of accidents that are daily occurring at the London railway stations, and on the various lines of railway in Great Britain. The Pall Mall Gazette characterizes some of the stations as slaughter-houses, where people are fally butchered. Within a week no less than five presens were killed outright, and seven or eight badly injured, in attempting to get on and off he railway cars as they enter or go out of the stations. The matter has been the subject of considerable newspaper discussion on the other side. It ought to be a subject of congratulation, considering

English Railway Slaughters.

night to be a subject of congratulation, considering be miserable arrangements provided at some of the altread stations in town, that so few people are in-juried.—N. P. Commercial.

The Fing Unfurled. The national dag was unfuried at White Sulphur rings, Virginia, on the 4th of July, for the first me since it was taken down in 1861. The place se-cted was the favorite hotel, the resort of those who sected was the favorite hotel, the resort of those who see in the habit of frequenting that famous water-ing place during the war, and who have since supposed that the Rebellion was only passing through a season of suspended animation. The proprietors awing given their consent, the old flag was brought from its long hiding place, and the tand played the animiliar airs, "The Star Spangled Banner," "Hall Columbia," and "Yankee Doodle," and the day was see of such rejoicings as the frequenters of the springs had not known for many a day. Of the four of five hundred guests at the house, much the greater number were from the South, and, with the exception of a few representatives of Baltimore blood, they accepted the situation with a good grace.

-Florida has admitted a negro to the bar.
-Hartford is to have a \$25,000 skating

—Northern Mississippi is overrun with Western commercial travellers, -An Ohioan surprised burglars into leaving im a team worth \$500.

-The "New York direct by water" excitement is dying out in St. Louis.

—A Michigoose, married a fortnight since, has already applied for a divorce.

MARRYING A FORTUNE.

A Life-Story from the Courts - Statemony Under a Parent's Dicintion - The Wife in a Muchouse, and the Husband Cat Off with a Patry Thousand. From the N. Y. Sun of this morning.

After a prolonged Disgrition, the last will and tes-ement of Mrs. Anna Maria Forman has finally been obudged valid by the general term of the Supreme concluded valid by the general term of the Supreme fourt of this district. A case more interesting and covel has not eiten been presented to the public.

Mrz. Forman before her marriage was the petchild of a kind and indulgent father, who educated her at the most fashiomable boarding achools. She carried Mr. Forman in 1851, being then forty-three cats of age, and he a trifle over forty-eight, after a chimosphace couriship of years. She married him at the suggestion of her father, and certainly without any enthusiastic love on either alos. Her father out any enthusiastic love on either side. Her father bed in 1855, but herore his death he gave her all his projecty, amounting in the aggregate to \$157,000. The made a will in 1855 after her father's death, by which she gave her husband the bulk of her estate. Op to this time she and her husband appear to have dever her day, but they had no children, and hever had any.

THE WIFE'S LOVE FOR HER HUSBAND DIMINISHES, Four years later, in 1850, with less affection for her husband, she made another will, in which she gave her husband less. Two years later, in August, isot, her affections again underwent a change, and she made another will, by which she gave her husband still less. Six months later she executed the two papers in dispute, in which she gives her husband only a bare pattance of \$1000. Although she had no children or descendants, she had collateral relatives and one half-stater. Mrs. Haydand, who is her helfnel one half-slater, Mrs. Haviland, who is her beir-

Mr. Forman appears to have been at the time of his marriage a cool, calculating, circumspect man, without vices or virtues to excite or attract the atten-tion of men or women, with little education and little means, and at the time of his marriage and for some years afterwards engaged in a business which of all others was least calculated to add to or expand the ideas that be had. He quit business in 1858, and thereafter devoted himself to the management of his

Mrs. Forman not only despised, distrusted, and bated ther husband—she feared him. There is no doubt that soon after the execution of the contested instrument, she was in dread of her husband, and of the servants whom she thought he night control. It is a fair inference that these feelings towards her usband led her to execute the papers which gave er husband the \$1000 inheritance. There is no only that she intended by them to prevent her doubt that she intended by them to prevent her husband from getting any more. Mrs. Forman com-plained often that he married her for her money, and that he did not pay her as much attention as he did the servants in the kitchen. During the last years of her life they occupied separate rooms, and the wife passed her days in lonely seclusion. She was on one or more occasions reminded of the appa-rent kindness and affectionate attentions of her husband. She answered by saying, "Yes, a man may smille, and smilling be a villadu."

SENT TO A PRIVATE MADHOUSE. SENT TO A PRIVATE MADIOUSE.

The last two years of her life she passed in a private madhouse, where she was taxen by her husband, aided by the police, without any shadow of authority for the deed or cause for the proceeding, without advising with her friends and her relatives, and without even a certificate of her physician or of any physician. There she was kept six months without seeing any of her intimate friends or relatives.

THE WILL CONTESTED, After her death the will, excluding the husband from everything but the \$1000, was admitted to profrom everything but the \$1000, was admitted to pro-bate by the Surrogate. The decision of the Surro-gate was appealed from to the Supreme Court on several grounds, the most important of which was the insanity of Mrs. Forman at the time when she executed the last will, and that the instruments were not attached in the manner prescribed by law,

CONCLUSION Judge Sutherland delivered the opinion of the Judge Sutherland delivered the opinion of the Court yesterday, confirming the decree of the Surrogate, Justices Barnard and Cardozo concurring. In his written opinion, his Honor bitterly condemns the husband and his selfish motives, which the learned Judge declares to be such that he does not believe his testimony unless corroborated by other witnesses. Referring to the capacity of the testatrix to make her will when the two papers were executed, he says, "A monomariae or partially insane person may make a will. A believer in witches and witchcraft, in spiritualism, or in the doctrines of Mahomet, may make a will."

The case, it is said, is to be carried to the Court of Inhomet, may make a will."
The case, it is said, is to be carried to the Court of

CRIME.

Another Bank Robbery in New York.

For the past two weeks a tall and gentlemanly-ap-pearing stranger has called at the Seamen's Bank for Savings, No. 78 Wall street, to inquire in regard to the rate of interest allowed by the bank upon its special deposits. It was his practice to feign great ignorance in relation to banking matters, and allege that 'he came to arrange a deposit for an aged widow lady." Such information as he seemed to desire was given freely by the officers of the institution, and on Monday afternoon the gentlemanly stranger again called in company with a confederate. Both men advanced into the president's officers and while one thief engaged the President's offices, and while one thief engaged the conversation of the officer in charge of the bank, the other quietly seized the cashler's box and slipped it under his coat. The box contained apwards of under his coat. The box contained apwards of \$35,000 in bonds and stocks, and when the robbers left the bank, after politely thanking the President for his information in regard to special deposits, the Cashier, Mr. Henry P. Marshall, discovered his loss. Detective Elder, of the Central Station, was at once called in, and, after learning the facts, started on the trail of the thieves. Yesterday moraling word came to the bank that a box containing bonds and stocks could be found at No. 15 Howard street. On arriving at the place mentioned Mr. Marshall received from a man the lost box and upwards of \$25,000 of bonds not negotiable. The man from Howard street, whose story Mr. Marshal believes, states that he saw the box for the first time in his states that he saw the box for the first time in his entry, and noticing Mr. Marshall's name upon many of the papers, found his address in the directory, and gave him information.

-Western Texas has exported a quarter of a million head of cattle this year. -Two children of fifteen and thirteen tried

to get married in Des Moines lately. The old Confederate soldiers of Memphis have organized a mutual relief society. A young German of Boston popped the question to his beloved in Vienna per cable.
 A Kansas reader of the Declaration began

with "Know all men by these presents." -Cheyenne grows mushrooms that weigh a bound. Of course—it's a mushroom city. -The lobster canning establishment at

Mount Deseret, Me., is putting up 4000 cans -An Illinois gentleman, who farms 40,000

eres, has 5000 in corn and 3000 in wheat, all n very fine condition. -The fishing at Au-sau-au-quot-au-son-go

mon-go-ton-go lake, in Oxford county, Me., is reported as first-rate. -The fare dealers in the White Pine country are about to test the constitutionality of

the law licensing gambling. -The Boston frog pond is to be removed into the Coliseum, and a hotel and cottages erected inside for a summer resort.

-A man in Omaha has been challenged by enother in Sacramento to a four months anek-shooting match for \$10,000.

A LEXANDER G. CATTELL& CO. PRODUCE COMMISSION MERCHANTS, No. 28 NORTH WHARVES No. 27 NORTH WATER STREET, 2 225
ALEXANDER G. CATTELL. ELIJAR CATTELL.

DR. F. GIRARD, VETERINARY SUR GEON, treats all diseases of horses and cattle and all surgical operations, with efficient accommodation or horses, at his lufirmary, No. 990 MARSHALL Sizes

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy-six inches wide Paulius, Belling, Sail Twine, etc.

JOHN W. EVERMAN,

1268 No. 103 CHURCH Street (City Stores)

WOODLANDS CEMETERY COMPANY.

WOODLANDS CEMETERY COMPANY.—
elected for the year 1969—
William H. Moore,
KLI K. PRICK, President.
William H. Moore,
Samuel S. Moon,
Gilles Dallett,
Edwin Greble,
Secretary and Treasurer, JOSEPH R. TOWNSEND.
The Managers have based a resolution requiring both
Lot-holders and Visitors to present tickets at the entrance
for admission to the Cemetery. Tickets may be had at the
Office of the Company, No. 613 ARUH Street, or of anyof

READING RAILROAD. GREAT TRUNK LINE OF PENNSYLVANIA, THE SCHUYLKHLL, SUSQUEHANNA, CUMBERLAND, AND WYOMING

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1899.
Leaving the Company's Depot at Thirteenth and Callowini streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION.

At 740 A. M. for Reading, and all informediate sta-tions, and Atlentown. Following, leaves Reading at 640 P. M.; arrives in Philadelphia at 940 P. M.

At 8-15 A. M. for Reading, Lebanon, Harriaburg, Pottsville, Pinegrove, Tannagua, Sunbary, Williams-bort, Elmira, Rochester, Ningara Falls, Baffalo, Wilkesburge, Pittston, York, Carlisle, Chambersburg, agerstown, etc.
The 7:30 A. M. train connects at READIN 4 with

The 130 A. M. train connects at READINA with East Pennsylvania Railronal trains for Allentown, etc., and the 845 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Camberland Valley, and Schaylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

ourg, Pinegrove, etc.,
APTERNOON EXPRESS,
Leaves Philadelphia at ga) P. M. for Reading,
Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at \$25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at \$40 A. M. Returning, leaves Philadelphia at \$40 P. M.; arrives in Pottstown at \$40 P. M.

arrives in Pettstown at 640 P. M.

EEADING ACCOMMODATION.

Leaves Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1045 A. M., Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at S. P. M., and connects with the market train for Pettsville,

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M., Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.

Harrisburg Accommodation leaves Reading at

Philadelphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15

P. M. Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelhia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at s. A. M., and
Philadelphia at 3.15 P. M. Leave Philadelphia for
Reading at s. A. M.; returning from Reading at
195 P. M. 4.25 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 from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 7:50 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and 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 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

Returning express train leaves Harrisburg on arrival of Pennsylvania Express from Pitsburg at \$50 and 550 A. M. and 1050 P. M., passing Reading at 544 and 751 A. M. and 1259 P. M., and arriving at New York at 11 A. M. and 1230 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 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 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 6-25 A. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove and Tremont, returning from Harrisburg at 6-20 P. M., and from Tremont at 6-45 A. M. and 7-40 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 Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Polistown 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

CLERGYMEN

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

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

FREIGHT TRAINS
Leave Philadelphia daily at 4°35 A. M., 12°45 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Potisville, 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.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1%
HOURS.
TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-

Atlantic Accommodation

Atlantic Accommodation

Fapress, through in 1% hours

Freight (with passenger car) 6.06 A. M. Mail. 417 P. M.
Special Excursion 5-18 P. M.
An extra Express train (through in 1% hours)
will leave Vine Street Ferry every Saturday at 2-00
P. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atto Accommodation 10-15 A. M. Haddonfield do. 2-00 P. M. Hammonton do. 5-45 A. M. Returning, leave Hammonton SUNDAY MAIL TRAIN

Onkman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic Additional ticket offices have been located in the rending rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 20 D. H. MUNDY, Agent.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 229 CHESNUT STREAT, is prepared to receive and forward goods and money to LENG BRANCH, N. J., DIRECT. Express closes at I o'clock P. M. H. GORMAN, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAHLROAD,—TIME TA-BLE—Communencing MONDAY, May 10, 1959.—
Trains will leave Depot corner Broad street and Washington avenue as follows:—
Way Mail Train at 8 30 A. M. (sundays excepted), for Baltimore, stopping at all requier stations. Connecting with Delaware Railroad at Wilmington for Cristold and Informs diate stations.
Express Train at 12 M. (Sundays excepted), for

Express Train at 12 M. (Sundays excepted), for Baltimore and Weshington, stopping at Wilming-ton, Ferryville, and Hayre-de-Grace. Connects at

Wilmington with train for New Castle, Express Train at 4:00 P. M. (Sundays excepted), for Ealtimere and Washington, stopping at Chesfor Baltimere and Washington, stopping at Glaster, Thurlow, Linwood, Claymont, Wilmington, Newport, Sishtan, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 1120 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fourness Mouroe and Norfolk will

Passensers for Fortress Monroe and Norfolk will take the 12-00 M, train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia

And Wilmington.

Leave Phindelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Deinware Hallroad for Harrington and Intermediate Stations.

Leave Wilmington 6 30 and 8 10 A. M., 1 30, 4 15, Leave Wilmington 6 30 and 8 10 A. M., 1 30, 4 16, 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 rons daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 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 20 P. M., stopping at Mag-noila, Perryman's, Aberdeen, Havre-de-Grace, 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 Baitimore Central Railroad Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 425 P. M. Leave Philadelphia for Chadd's Ford at 7:60 P. M.
The 700 A. M. Train will stop at all stations become

Indefphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia dally (except Sundays) at 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M., Leave Chadd's Ford for Philadelphia at 6:15 A. M. A Sunday Train will leave Philadelphia at 6:15 A. M. A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations, Returning, will leave West Grove at 4:30 P. M.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Rallrond.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can hecked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

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

FROM WALNUT STREET WHARF. At 6:30 A. M., via Camden and Ambey Accom. 62:25 At 8 A. M., via Cam, and Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Ambey Express... 3:00 At 6 P. M., for Ambey and intermediate stations. At 6:30 and 8 A. M. and 2 P. M., for Freebold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Treeton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry

(upper side).

PROM RENSINGTON 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

Trenten 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 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.

At 5:30 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, Tacony, Wissing ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jorsey City. Fare, \$3:25.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

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 daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmirs, Ithaca, Owego, Rochester, Binghamkirk, Elmirs, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkosbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and in-

terme clate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 19 A. M., 1, 218, 339, 5, and 639 P. M. for Merch antiville. Moorestown, Hartford, Mas mville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 330 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. Hightstown, WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. MAUCH CHUNK, EAST ON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7:45 A.M. (Express) for Bethlehem, Allentown, [Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 9-45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Scranton, and New Jersey Central and Morris and
Essex Railroads.
At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleten. At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 6:46 and 10:46 A. M., and 1-30 P. M.
For Ablington at 1-15, 3-15, 5-20, and 3 P. M.
For Lansdale at 5-20 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 7-95 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, 8:45, and 9:35 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem 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.,
Bethlehem for Philadelphia at 4 P. M.,
Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at
Mann's North Peansylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLAR

at.

RAILROAD LINES.

TENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

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

Sleeping-car Tickets can be had on application at the Ticket of the an 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. 118 Market street, will receive attention.

TRAINS LEAVE DEVOY, VIRG

Erie Mail leaves dally, except Sunday, running on Saturday night to Williams port only. On Sun-day night passengers will leave I hiladelphia at 12 o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train tokets must be procured and baggage delivered, by a P. M., at No. 113 Market street. Market street.

TRAINS ARRIVE AT DEPOT, VIZ.1-Cincinnati Express. 210 A. M. Paoli Accommodat'n, 8 20 A. M. 24 and 8 20 P. M. Paoli Accommodat'n, 8 20 A. M. 24 and 8 20 P. M.

Erie Express . 420 P. M.
Day Express . 420 P. M.
Southern Express . 420 P. M.
Harrisburg Accommodation . 940 P. M.
Harrisburg Accommodation . 940 P. M.
For further infermation, apply to
JOHN F. VANLEER, Jr. Ticket Agent,
No. 941 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 110 MARKET Street,
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 Hundred 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,
4 29 General Superintendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1899.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4-35, 5-06, 5%, 6, 6, 7, 8, 9, 10, 11, 12
P. M.

P. M.
Leave Germantown at 6, 7, 7%, 8, 8*20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 19, 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 15 A, M., 2, 4 05, 7, and 10%, P. M. 10½ P. M. Leave Germantown at 8·15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Fhiladelphia at 6, 8, 10, 12 A. M., 2, 3M, 52, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 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, 716, 9, and 11 05 A. M., 116, 3, 436, 5, 56, 614, 8 05, 10 05, and 11 16 P. M. Leave Norristown at 5 40, 68, 7, 74, 9, and 11 A. M., 136, 3, 48, 614, 8 and 98, P. M.

The 7% A. M. train from Norristown will not stop at Mogec's, Potts' Landing, Domino, or Schur's lane. at Mogee's, Potts' Landing, Domino, or Schul's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayank, and Conshohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11:25 P. M. Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 5%, 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., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAIL ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

lows:—
9:00 A. M., Cape May Express, due 12:25.
8:16 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:56 P. M.
Sunday Mall Train leaves at 7:15 A. M., due 10:45.
Cape May Freight leaves Camden daily at 9:20

6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Monday, July 5), due 12:07.

5:60 P. M., Passenger, due 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.,
Cape May Freight Train leaves daily at 6:40 A. M.,
TICKETS.
Annual Tickets, \$100; Quarterly Tickets, \$50; to

RETURNING, TRAINS LEAVE CAPE MAY,

be had only of the Treasurer, at Canaden. 20 Cou-pon Tickets, \$40; 10 Coupons. \$40 Excursion Tickets, \$5, for sale at the ticket offices, Ac. 323 Chesnut street, foot of Market street, also at Cam-Chesnut street, foot of Market street, also at Cam-den and Cape May.

For Millville, Vineland, Brid, o or, Salem, and intermediate stations, leave Phintelphia at 8-00 A. M., mail, and 3-30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Phindelphia daily at 6-00 P. M., Returning, layous Glassboro at

Commutation books of 100 ch che each, at reduced rates, between Philad upma and all sta-FREIGHT THAINS LEAVE CAMBEN For Cape May, Miliville, Vineland, etc., etc.

For Bridgeton, Salem, and way stations, 12:00 Freight received at first cover a wharf below Wa'nut street.
Freight delivery, No. 228 S. Benavire avenue.
71 WM. J. SEWELL, Sup't W. J. R. S.

Leave as follows:—
Leave Philadelphia from New Pepet, THIRTYFIRST and CHESNUT Streets, 7-45 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 0.25 A. M., 7.25 A. M., 7.00 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 0.45 P.M. Leave Philadelphia for B. C. Junction and intermediate points at 12.25 P. M. and 5.45 P. M. Leave B. C. Junction for Philadelphia at 5.30 A. M. and 1.45 P. M. and 145 P. M.
Trains leaving West Chester at 746 A. M. will stop at B. C. Junction, Lenni, Gleu Riddle, and Madia; leaving Philadelphia at 435 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 725 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 435 P. M., and car passengers for stations above media will that train leaving Philadelphia at 4-35 F. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Welnut street cars. Those of the Blarket 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. I. 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 6-90
Leave B. C. WILLIAM C. WHEELER,
A. M.
General Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Packages, Marchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

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715 26

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On Friday Morning.

At 9 c'clock, will be sold, by ustalogue, at No. 1110
Chescut street, a large assortment of apperior parlor,
chinia, glassware, etc.

SECOND HAND URENITURE ETG. Alexandre.

hina, classware, etc., SECOND-HAND FURNITURE, ETC.—Also, an as-ortment of second-hand furniture from families leaving PLAIN, CHECK, AND FANCY MATTINGS.-Also. about 15 rolls of superior mattings.

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At 11 of clock, will be sold, one small billiard table; I two wheel velocipede and 2 small velocipedes.

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SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,

AND THE GREAT OIL REGION OF PENNSYL Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 28, 1869, the trains on the Philadelphia and Eric Railroad will run as

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ALFRED L. TYLER, General Superintendent