Punishment for Brunkenness in the British Army. Drunkenness is a national vice of Great Britain, and its evil effects are especially notable in the British army. But a reform has been attempted. The Pall Mall Gazette

"An experiment is now under trial which deserves to be regarded with more than common interest. The 77th Article of War for 1869 lays down that—'If any soldier shall be drunk, whether on duty or not on duty, his commanding officer may, with or without any other lawful punishment, award him to pay a fine not exceeding 10s., such fine to be levied by stoppages from the offender's daily pay. Indeed the whole of the Articles of War re lating to drunkenness have been entirely remodelled this year. Hitherto a soldier was tried by court-martial for drunkenness and sentenced, if found guilty, to imprisonment and stoppage of pay, but the courts-martial from this cause became so frequent, and the loss of soldiers services by imprisonment so great, that the regulation came practically to a dead-lock. Trying the soldier by court-martial for what very few of that class regard as a crime had the effect of exciting or adding to his discontent with his lot, and did not help him to get over his failing, but the reverse. A second and a third trial made him callous, while during his repeated, long, and increasing terms of imprisonment he was non-effective for duty, and the practical result was that in the aggregate the available numbers of the were considerably reduced in a constantly increasing proportion. Thus nobody gained, neither the soldier nor the public; the militia prisons were populous and the ranks were thinned, while drunkenness was on the

"This year sees a new order of things. Soldiers will no longer be tried by court-martial for 'acts of drunkenness'-except as incorrigible drunkards preparatory to discharge for that cause—but they will be fined by their commanding officers in accordance with the following scale of fines, which was published to the army in a general order on the first of May. For the first and second 'acts' the soldier will be admonished or confined to barracks.

"The fines are progressive in amount on the repetition of acts of drunkenness, and on the other hand are subject to reduction in proportion to the length of time clapsing between the offenses; 'thereby holding out strong inducements to the soldier to abstain.' The fines are to be enforced by an 'actual daily stoppage' of either threepence or fourpence, according to circumstances, from the soldier's pay. The soldier in every case of fine has the right of appeal to a court-martial. Another good rule is that in all cases soldiers, after getting drunk, are to be kept in barracks for twenty-four hours; 'defaulters, however, are to be permitted to enter the canteen during certain fixed hours of the day, say from 6 to 8 P. M.' It will be interesting to watch the result of this experiment, and we may probably look for statistics on the subwhen next year's mutiny bill is before Parliament.

"There is another point connected with this subject which seems to admit of consideration, if not of radical improvements. The seventy-sixth Article of War runs as follows: 'If any officer shall be drunk on any duty under arms he shall, on conviction thereof before a general court-martial, be sentenced to be cashiered.' But the soldier is punishable for drunkenness 'whether on duty or not on duty," and this, no doubt, leads to a good deal of what he regards as hardship and petty oppression in his idle hours. An 'old soldier' who has learnt to conceal it will go to bed happy every night in the week, but others have hard lines. We get a glimpse of this in a clever and lively novel of military life in the West Indies, which appeared about two years ago, 'John Thorpe's Marriage.'
"'Atkins,' said the Sergeant, 'you're

drunk. " 'No, I am not, Sergeant Jones,' answered Atkins, with great indignation. " 'Ten-shun!' called the Sergeant. 'Right

about face! The man faced about. "'Legs all right!' remarked the non-com-

have been tried by court-martial.'

missioned officer. 'Left about three-quarter "Atkins executed that difficult manceuvre

perfectly. " 'Heads all right!' said the Sergeant, meditatively. 'Now then, Atkins, if you're sober, what do you mean by telling such lies here? "Had Atkins been at all wrong, either in his head or his legs, he would most probably

## SPECIAL NOTICES.

FOR THE SUMMER .- TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a tollet scap. For sale by druggiste generally. R. & G. A. WRIGHT, No. 645 CHESNUT Street.

U.S. OFFICE OF ARTIFICIAL LIMBS. -An appropriation (\$50,000) having been made by Congress for purchasing ARTIFICIAL LIMBS FOR OFFICERS of the United States Army and Navy mutilated in the service, application may now be made, in person or by letter, by officers entitled to the benefit of the act, and etter, by officers entitled to the beauth of the act, and who desire the best Artificial Limbs, to
Dr. B. FRANK PALMER, Surgeon Artist,
No. 1609 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 31 GREEN Street, Boston.
5 125 Offices for Supplying Army and Navy Officers.

JAMES M. SCOVEL CAMPEN, N. J.
Collections made everywhere in New Jersey. 6 12 to 1

FOR REPRESENTATIVE

FOURTEENTH DISTRICT.

R. KNOX MILLER.

DR. F. R. THOMAS, THE LATE OPE-rator of the Colton Dental Association, is now the only one in Philadelphia who devotes his onlire time and practice to extracting teeth, absolutely without pain, by resh nitrous exide gas. Office, 1627 WALNUT St. 1 265

CITY TREASURER'S OFFICE, CITY TREASURERS
PHILADRIPHIA, July 16, 1889
City Warrants registering to 41,000 paid on presentable
Interest ceasing from this date.
JOSEPH N. PEIRSOL,
712 3t
City Treasurer

BEDS OF EASE, COMFORT, AND cleanliness, of superior and permanent elasticity and at less cost than any other good beds, are made from the patent Elastic Sponge. This article possesses no felting properties, and retains its clastic softness, being more durable than the best curled hair.

8 3mwf5

BATCHELOR'S HAIR DYE. - THIS splendid Hair Dye is the best in the world; the enly true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill; effects of bad dyes; invigerates and leaves the Hair soft and beautiful, black or brown. Sold by all Druggiats and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York.

4 27mwif

RARGH, FARRELL & WARREN DEALERS IN PAPERS OF ALL KINDS,

NO. 631 CHESNUT STREET AND NO. 624 JAYNE STREET, PHILADELPHIA. DIVIDENDS, ETO.

OFFICE OF THE PHILADELPHIA
AND GRAYS FERRY (SPRUCE AND PINE
STREETS) PASSENGER RAILWAY COMPANY,
TWENTY SECOND Street, below Spraces.
The Board of Directors have this day declared a dividend of ONE DOLLAR PER SHARE, clear of taxes,
payable on and after the 19th inst
JAMES McFadden, Ja.,
7 9fmwt19
Treasurer.

DES" OFFICE OF THE INSURANCE COM-PANY OF NORTH AMERICA, No. 222 WALNUT PHILADELPHIA, July 19, 1809. The Board of Directors have this day declared a semi-mual Dividend of SIX PER CENT., payable to the stockholders on demand, free of all lax.

MATTHIAS MARIS.

THE ENTERPRISE INSURANCE COM-PANY OF PHILADELPHIA.—Company's Build-ing, No. 400 WALNUT Street. The Directors have this day declared a dividend of GUR PER CENT, on the capital stock of the Company for the last six months, payable on and after the lith inst., ree of all taxes.

ALEX, W. WISTER,

DIVIDEND.—OFFICE OF THE FAME INSURANCE COMPANY, No. 809 CHESNUT STREET. STREET.

PHILADELPHIA, July 6, 1880.

The Board of Directors have this day declared a dividend of 3% PER CENT., payable on demand, clear of all taxes.

W. I. BLANCHARD,

OFFICE OF THE WEST PHILADEL-PHIA PASSENGER RAILWAY COMPANY, N. W. corner of FORTY-FIRST and HAVERFORD Sta. PHILADEL-PHIA, July 12, 1899.

annual dividend of FIVE PER CENT.
on the capital stock, clear of all taxes, payable on and after the 23d inst.
The Books for the Transfer of Stock will be closed until
that date.
7 15 17 19 21 23 5t
Transfer of Stock will be closed until
SAMUEL P. HUHN.
Transfer.

PHILADELPHIA AND READING

RAILROAD COMPANY.

PHILADELPHIA, June 30, 1839.

DIVIDEND NOTICE.

The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23.

A DIVIDEND OF FIVE PER CENT.

has been declared on the preferred and common stock, clear of rational and State.

clear of national and State taxes, payable in common stock n and after the 22d of July next, to the holders thereof s they stand registered on the books of the company a he close of business on the 8th of July next. All payable at this office. All orders for dividends must be witnessed and tamped. S. BRADFORD,

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, NO. 227 S. FOURTH Street.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Bailroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Read ng Railroad Company will pay at their office, No. 227 5. FOURTH Street, Philadelphia, on and after the 29th fay of July, 1869, a DIVIDEND of \$1'50 per share, clear f all taxes, to the stockholders of the East Pennsylvania Railroad Company, as they stand registered on the books of the said East Pennsylvania Railroad Company on the Int day of July, 1869. S. BRADFORD,

Treasurer Philadelphia and Reading Railroad Co. NOTE.-The transfer books of the EAST PENNSYL VANIA RAILROAD COMPANY will be closed on

July 1 and reopened on July 11, 1869. MENRY C. JONES. 6 20wfm9t Tressurer East Pennsylvania Railroad Co.

CHAMPION SAFES

GREAT FIRE AT CAMDEN.

CAMDEN, June 7, 1869.

MESSES. FARREL, HERRING & Co., -No. 629 Chesnut Street, Philadelphia. No. 629 Chesnut Street, Philadelphia.

Dear Sirs:—At the very destructive fire of Messrs McKeen & Bingham's Saw Mill, which occurred or the evening of the 6th instant in this place, the San manufactured by you, belonging to the late firm o F. M. Bingham & Garrison, was in the building and subjected to a very severe test, as the fire ragel fiercely for several hours; and so great was the head that the brass plates were melted off, and to our great surprise, when the Safe was opened, we found all the books and papers uninjured. all the books and papers uninjured.

Years, respectfully,

SAMUEL B. GARRISON,

Late of F. M. Bingham & Garrison.

HERRING'S PATENT CHAMPION SAFES, "THE MOST RELIABLE SECURITY FROM FIRE NOW ENOWN," Manufactured and sold by

FARREL, HERRING & CO., NO. 629 CHESNUT STREET,

HERRING, FARREL & SHERMAN,

No. 251 BROADWAY, New York. HERRING & CO., Chicago.

HERRING, FARREL & SHERMAN, New Orleans. More than 30,000 Herring's Safes have been and are now in use, and over SIX HUNDRED have passed through accidental fires, preserving their contents in some instances where many others failed. Second-hand Safes of our own and other makers having been received in part pay for the IMPROVED HERRING'S PATENT CHAMPION, for sale at low prices.

GROCERIES AND PROVISIONS. MICHAEL MEAGHER & CO.

No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in OYSTERS, AND SAND CLAMS,

TERRAPINS BIS PER DOZEN. FOR FAMILY USB

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

JOHN W. EVERMAN,

No. 103 CHURCH Street (City Stores).

PHILADELPHIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawberry: Lawton kberry Plants: Hartford, Concord, and other Grape es. For sale by T. S. & C. E. FLETCHER,

PHILADELPHIA AND ERIE RAILROAD,—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBUEG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as

MAIL TRAIN leaves Philadelphia. Williamsport arrives at Erie ERIE EXPRESS leaves Philadelphia . 11:50 A Williamsport . 8:50 P arrives at Erie . . . 10:00 A ELMIRA MAIL leaves Philadelphia . 8:00 A. M "Williamsport . 0:30 P. M

arrives at Lockhaven . 7:45 P. M. MAIL TRAIN leaves Eric . 11:15 A. M.

"Williamsport . 12:20 A. M.

"arrives at Philadelphia . 9:25 A. M.

ERIE EXPRESS leaves Eric . . 6:25 P. M.

"Williamsport . 7:50 A. M.

"arrives at Philadelphia 4:10 P. M.

Mail and Express connect with Oil Creek and

Mail and Express connect with Oil Creek and Allegheny River Railroad, Baggage elecked through. General Superintendent

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE A FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following houses. hours:-MORNING ACCOMMODATION.

At 7.20 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6.20 P. M.; arrives in Philadelphia at 9.15 P. M.

MORNING EXPRESS. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Hochester, Niagara Falis, Buffalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7-20 A. M. train connects at READINA with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. burg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at Buo P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Hallroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 625 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 340 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Potistown at 640 P. M.

READING ACCOMMODATION.

READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8:10 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 6:45 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 Philadel.

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 4:25 P. M. CHESTER VALLEY RAILROAD.

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 Downinglown at 6-10 A. M., 1-00 and 5-45 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 720 A. M., 430 and 545 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A. M. and 1400 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPIRES 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 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 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 \$510 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 245 and 445 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 sta-tions 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.

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.

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, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg,

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

WEST CHESTER AND PHILADELPHIA RAILROAD, SUMMER ARRANGEMENT. On and after MONDAY, April 12, 1869, Trains will Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:16 P. M., 4:36 P. M., 7:15 and 11:30

Leave West Chester from Depot, en East Mar. ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 6.45 P.M.

Leave Philadelphia for B. C. Junction and intermediate points at 12.30 P. M. and 5.45 P. M.

Leave B. C. Junction for Philadelphia at 5.30 A. M.

and 145 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and R. C. Junction of R. C. Juncti gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:26 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 8-90 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
A. M.
4 195
General Superintendent.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 220 CHESNUT STREET. is prepared to receive and forward goods and money to LONG BRANCH, N. J., PIREOF. Express closes at 1 o'clock P. M.

621 mwrlm

H. GORMAN, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Commmencing MONDAY, May 10, 1869.—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 regular stations. Connecting with Delaware Railroad at Winnington for Invisited and Invermediate stations. on for Cristield and Intermediate stations Express Train at 12 M. (Sundays excepted), for

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 4-00 P. M. (Sundays excepted), for Ealtimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11-20 P. M. (daliv), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilminston, 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.

take the 12 00 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 co A. M., 2 30, 5 co, and 7 co P. M. The 5 co P. M. Train connects with Delawars Railroad for Harrington and interme-

diate Stations.

Leave Wilmington 6 3c and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs 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 25 P M., stopping at Mag-nolia, 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 Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:60 P. M.

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

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

Leave Fort Deposit for Philadelphia (Sundays)

will leave Philadelphia daily (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 0.15 A. M.

A Sunday Train will leave Philadelphia at 8-30 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 Railroad.

Through tickets to all points West, Seuth, and Southwest may be procured at Ticket Office, No. 228 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 have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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

FROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Camden and Amboy Express... 3:00 At 2 P. M., via Camden and Amboy Express... 3:00 At 6:20 Am and S. 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 Trenton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:20 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:39, 6, 7, and At 6:30 and 10 A. M., 12 M., Burlington, Riverside, Riverton, 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). (upper side).

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:80, 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 Morris-At 7:30 and 11 2 wn. ville and Tullytown. 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 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sin 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 Jersey City. Fare, \$3°25.
At 11°30 P. M., Emigrant Line. Fare, \$2.
At 9 30 A. M., 1°29, 4, 6°45, and 12 P. M. for Tren-

At 12 P. M. (Night), for Morrisville, Tuliytown, 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 rundally All others Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. PROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dun-

At 7-30 A. M. for Niegara Falls, Buffelo, Dunkirk, Elmirs, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Eiston for Manch Chunk, Allentown, Bethiehem, etc.
At 11 A. M. and 5 P. M. for Lambertville and intermediate stations. termediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL.

FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2-16, 3-20, 8, and 6-23-P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithvil'e, Ewansville Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks. town, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3-30 F. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RALLROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT I, PITTSTON, TUNKHANNOCK, AND

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, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-At 9:45 A. M. (Express) for Bethlehem, Raston, Hentown, Mauch Chunk, Wilkesbarre, Pittston, cranton, and New Jersey Contral and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton,
Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hasleten.
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 6-45 and 10-45 A. M., and 11:50 P. M.
For Abington at 1:15, 8:15, 5:20, and 8 P. M.
For Lansdale at 6:20 P. M.
Firth and Sixth Streets, Second and Third
Streets, and Union Cky Passenger Railways run to

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 Landale 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.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Boylestown 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. DENNSYLVANIA GENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last oar 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 Depot. Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chosnut 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, will receive attention.

will receive attention. Mail Train 8-90 A. M.
Paoli Accommodat'n, 10-30 A. M., 1-10 and 7-90 P. M.
Fast Line 11-50 A. M.
Erie Express 11-50 A. M.
Harrisburg Accommodation 230 P. M.
Laneaster Accommodation 4-00 P. M.
Parkesburg Train 530 P. M.
Cincianati Express 8-90 P. M.
Erie Mail and Pittsburg Express 10-30 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
Philadelphia Express 12-20 A. M.

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 Warket street.

Market street. TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati 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.
Erie Mail. 9-35 A. M.
Fast Line 9-35 A. M.
Paskesburg Train 9-10 A. M.
Lancaster Train 12-30 P. M.
Erie Express 4-20 P. M.
Day Express 4-20 P. M.
Bouthern Express 6-40 P. M.
Harrisburg Accommodation 9-40 P. M.
For further infermation, apply to
Jehn F. Vanleer, Jr., Ticket Agent,
No. 9-61 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 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 will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4-29 General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND TRAINS ARRIVE AT DEPOT, VIZ.:-

PALE CONTROL OF STATE OF STATE

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, 8½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 3½ and 5¾ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 4 05, 7, and

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

CHESNUT HILL RAILROAD,
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%,
5%, 7, 9, and 11 P. M.
Leave Chesnut Hili at 7-10, 8, 9-40, 11-40 A. M.,
1-40, 3-40, 5-40, 8-40, 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, 7%, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M. The 7½ 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., 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% P. M.
1 cave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2 3%, 5, 6%, 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%, 8 and 1%

P. M. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. FOR CAPE MAY, VIA WEST JERSEY RAIL-

COMMENCING THURSDAY, JULY 1, 1969. Leave Philadelphia, foot of Market street, as follows:—
9.00 A. M., Cape May Express, due 12-25.
3.15 P. M., Cape May Passenger, due 7-16.
4.00 P. M., Fast Express (commencing on Saturday, July 3), due 6-66 P. M.
Sunday hiali Train leaves at 7-15 A. M., due 10-46,
Cape May Freight leaves Camden daily at 9-20

RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-

day, July 5), due 12'07.
5 60 P. M., Passorger, 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 be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and

Intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 8:30 P. M., passenger.
An accommodation train for Woodbury, Mantua, Barnstoro, and Glassboro leaves Philadelphia nily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reluced rates, between Philadelphia and all sta

For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 neon.
Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R. SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARHANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS,
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-Special Excursion..... | New York | State | S Mail 417 P. M.
Special Excursion 518 P. M.
An extra Express train (through in 134 hours)
will leave Vine Street Ferry every Saturday at 200
P. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atco Accommodation. 10-15 A. M. Maddonfield do. 2-00 P. M. Hannonton do. 5-45 A. M. Returning, leave .5.40 A. M. Hammonton SUNDAY MAIL TRAIN Oakman'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 City.

Additional ticket offices have been located in the reading rooms of the Morchants' and Continental Hotels, also at No. 30 S. Flith street.

6 29 D. H. MUNDY, Agent. AUD FION BALES.

HANDSOME WALNUT HOUSEHOLD FURNITURE, FRENCH PLATE MIRRORS, FIREPROOF SAFES, FIRE BRUSSELS CARPETS, ETC. On Wednesday Morning, 21st inst., at 10 o'clock, at the auction rooms, 7 19 25 M. THOMAS & SONS, NOS. 189 AND 141

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