# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JULY 28, 1869.

### A MOUNTAIN PASS.

The Great Canyon of the Cordilleras\_Perilons Passage of the "Gulf of Night and Death."

The description of the passage of the canyons of Green river by the Powell expedition, and the account that was published a few months since of the passage by one man of the Great Canyon of the Colorado, will give interest to the following graphic description of the Great Canyon of the Maranon, in Brazil, and its passage by a party of raftsmen seeking gold. It is vouched for as a true account by the Missouri Democrat: --

On the evening of the fourteenth day, the moon being very bright, they floated until near midnight, when a rising fog compelled them to tie up by the top of a fallen tree. At daylight, the fog being very dense, so that one could hardly see fifty feet, those on watch cast the line adrift, and the raft swung out into the murky stream, while they prepared to cook their morning meal. They could not see the banks, and floated thus for near an hour-most of the party being still asleep-when the mist slightly lifting, one of the cooks caught sight of the shore, and noticed that their rude craft was sweeping along much faster than they had ever known it to do before. Somewhat startled, he mentioned it to his comrades, who also noticed it, and in turn called their sleeping friends, and very soon the whole party were, wide awake and in anxious consultation. They were not far from the southern bank, and evidently sweeping along under the force of a strong current. They had elected a captain at start. ing, but his authority was merely nominal. and he was only obeyed when it suited the convenience of those ordered.

All became uneasy. Franklin insisted on immediately landing on the south bank while they could. But the captain, who was jealous of his influence with the party, at once objected, and asserted that they could easily make the northern bank, and that if they were approaching the ghant, that was the shore they would have to travel by." Suiting his actions to his words, he caucht hold of one of the sweeps, and a huge Irishman taking hold of the other, the raft was soon swept farther out; and as the current soon set towards the northern bank, it soon became doubtful whether they could land on the southern side, even if they desired.

Meantime the fog was lifting and the current rapidly increasing, which showed itself in an angry, rippling surface. The captain now regretted not taking Franklin's advice. and no one doubted but that they were in danger, and if not approaching the terrible canyon, perhaps drawing near to some frightful catarnet.

Their velocity increased with every moment, and as it gathered headway the fears of most of the party culminated in downright terror, that completely unmanned them. The captain became livid, and was no longer capable of action; and Franklin, being the coolest one among them, by mere force of character naturally assumed the command.

There was a point a mile ahead, on the northern side, to which he called their attention, and encouraged them to believe that they could make it if they would only work with a will. Taking the steering our, he directed two men to enter the canoe, and, by paddling, to tow the raft all they could, and then set three men to each of the sweeps, and ordered all the rest to arrange themselves on the sides, and paddle what they were able with their hands. There was a rush for the cance, and he had to specify which two should occupy it. Not a word was spoken, save by Franklin, in giving an occasional order, but every one worked with all his might, and every eye was fixed on the point. Their speed was increasing, yet, favored by the current setting in that direction, they drew close in under the shore, and it really looked as if they might possibly force the raft in among the bushes, as one of the men in the canoe actually laid hold of them. But just then the vine connecting the canoe with the raft parted, and the latter, caught by the fierce current that dashed close alo, ng the bank, swept around the point; and there', directly before them and not two miles away, were the awful portals of the dreaded canyon. A mile below the point the banks rose rapic.'ly, the river all the while contracting; but a mile still further on there seemed to be a dark fissure or crack in the mountain, as though re. nt by an earthquake, and not over 300 feet ,wide, into which the pent-up, river rushed with ' a foaming roar that was frightful even at L but distance. The preci-pices at the entrance of the mighty rift towered, on either hand, full 2000 feet above The sight was appalling, . "nd every man felt the mad waters below. that his doom was sealed. N. ' power on earth could save them now. Some ga. 'ed in speechless terror, some cursed the misen. ble captain for not landing while he could; wh. 'le others prayed or lamented that they were not in the canoe, which was never seen again. Pra. "klin continued at the helm, keeping the raft straight to the current, and was the only one undismayed in the party. After swinging partly around the point, they shot nearly across the river, but the current quickly doubled to the northern side again, hurrying the raft at great speed, as it rushed under the trees that leaped and spread out over the water. Every soul aboard, except Franklin and a tall German, were either lying on their faces or squatted down. The German seemed absorbed in prayer; but Franklin, seeing a long horizontal limb that would strike the man if he remained as he was, shouted to him to stoop. But the poor fellow, half bereft of reason, did not have time to act. The limb was on him so quickly that, instead of stooping, he instinctively threw up his arms and clutched it as it rushed to his approach. In an instant the raft swept from under him, and left him, holding on by his hands, with his legs in the water-the fierce current throwing the spray over him as it swept his feet slanting down the stream. His bloodless face was a picture of terror and despair; but there he hung, with the grip of a maniac, while the raft dashed on at the rate of ten miles an hour, which every moment was accelerated. His screams were heartrending, but were soon drowned by distance and the commotion of the water. He continued to hold on over the angry flood as long as the raft was in sight; while on it sped as the river rapidly narrowed, and the waters became tumultuous and threatening. The gloomy gorge was before them. It was terrible, nay, more, it was appalling, for it looked as if the angry river was rushing into a tremendous abyss, for soon after entering the gorge it disappeared round an angle, and, a few hundred yards in front, a black rent that stretched from the roaring waters before them into the region of the clouds was all the eye could penetrate. Many of the party were now pale with mute despair; some few on their knees continued to pray fervently, while three of their number had fainted outright. The waters around them were boiling, rushing, and roaring, with dark green streaks and seething foam, and dashing along with inconceivable velocity, even surpassing those of Niagara in midchannel just before it takes its final leap.

The raft which had appeared so heavy and solid in the waters of yesterday was now lifted, tossed, and whirled about like a cork, over which the waves and spray dashed in a deluge, and lucky it was for them that they had lately refastened it together with the tough and vielding withes and vines of the forest, for as t was at starting, or if fastened together in any other manner, it had surely gone to pieces at the very entrance of the ghaut. The motion was so violent that Franklin was compelled to abandon the helm and crawl to the centre of the raft, to avoid the blows from the oar, and all agree that he was the only cool and collected man in the party. As the raft, with the speed of an arrow, shot into the yawning jaws of the canyon, he coolly drew ut his watch and noted the time of entrance. The swirl and angry look of the waters were frightful, and the noise deafening, as the broad river was here compressed into less than 500 feet. A twilight gloom pervaded this chaos of water and sound. The everlasting porphyritic walls towered far overhead, and seemed to beetle and almost touch in the immensity of height, as a faint ribbon of blue sky was alone visible from the obscurity that enveloped their rushing raft. Into the rift and darkness-into the hissing sluice they shot with such terrific speed as to almost take away their breath and throw them from the raft, to which they were forced to cling with all their might. They expected every instant -and each instant seemed an age-to see the raft engulfed, upset, and dashed to pieces. Countless ages of rushing waters had worn away the hard porphyritic walls on either side until they projected in places thirty and forty feet over the abrading current. There occurred opposite angles where the current struck in full force, to again rebound to the opposite side. The darkness under such places was profound; but, fortunately for our adventurers, it was the season of low water-otherwise they would have been crushed by the low, overhanging rocks. The mighty convalsions that had riven the mountain for the passage of the river had torn it apart ragedly, with many sharp angles, like the teeth of a saw, around which the imprisoned waters ushed with awful force and speed, to eat away the rock opposite each point, and, re-bounding, rush for the next below. These sharp points, projecting into angles on the opposite side, are similar to those described by Dr. Livingstone as occurring below the falls of the Zambesi, only that this canyon was much narrower, and the rocky wall on either

side inconceivably higher. The pressure and rush of waters were so tremendous as to be visibly higher near the sides than in mid-channel. Past the first point rushed the frail raft-its inner side up in the air, its outer immersed in the foaming urrent-to dart across the channel into the larkness in one of these recesses won by time, in which they expected to be crushed or forever engulfed. But the higher swell next the rock saved them. Crash went the oar on the side, and round swung the raft as it shot out into mid current, to sweep onward past the second point, and again plunge under the recess yawning opposite. Crash went the remaining sweep as the straining raft once more darted out on its headlong race. The place truly deserved the name of the "Canyon of Life and Death:" both the ear and eye were appalled by the terrible sounds and sights that met them at every turn. It was a horrible place, and they were impotent before the frightful power of the cataract. Many of the pale, shivering wretches laid on their faces, clinging to the fastenings with closed eyes, as if to brace themselves for the launch into eternity: but a few gazed on with confused horror as one danger after another was past before it could be realized. Sometimes the raft would spin around in a huge whirlpool, the foam overlapping it on every side; again it would rush along on its edge, as about to capsize; then, settling down, plunge forward with the speed of a cannon ball. Time seemed annihilated to some and endless to others, in the Tartarean gloom of the awful gauntlet they were running. The suspense was terrible; how and when would it end? At length they entered on a long, straight reach. Far ahead of them they saw an immense rock, directly in the middle of the canyon, that lifted its splintered top above the rushing waters that roared around it. It was a frightful looking place, and as they rushed forward, it seemed impossible for the raft to avoid it: and to strike it would be like a locomotive at full speed dashing against a granite wall. It would crush them to fragments. Franklin, whose faculties were not paralyzed by terror, cried out, "Look out, boys, and keep cool; if we strike that rock, let every man that can seize a piece of the wreck, and cling to it like a leech, and perhaps he'll be carried through-yes, through to the gold fields," he continued, with ironic language. "Where ?" said the captain, raising himself on his knees, his face deadly pale, his teeth chattering, and his eyes rolling with maniae terror. But before Franklin could answer, the raft dashed past within a foot of the rock, from which it seemed to glide on, as it were, when, whi ving end for end, it plunged under the lee of the rock. The water dashed over it, washing many things off, and threatened to submerge them altogether. Just then they were startled by a wild scream, that echoed above the warring waters: and the captain, springing to his fest, threw his hands aloft, and, with another wild yell of despair, leaped into the seething current, as the raft, wheeling, swept onw, ard in her race. Poor fellow Terror had dea hroned his reason, and, in a paroxysm of fear, he had taken a shorter cut to the "gold fields -The canyon was now straight, but seemed to grow still mor e narrow and obscure as enward swept the raft with inconceivable velocity. Interlacing ; vines and trees could be seen far ahead. 1 ut, before the terrified voyagers could speenla te on the prospect, the raft shot out from alm. est twilight darkness and the rent recesses 6 f the mountain into the broad glare of a tr opical sun and the smooth waters of a lovel v lake, dotted with beautiful islands, while ov, whead flitted birds of brilliant plumage. A p. cture as beautiful as a fairy's dream. The 1 assage was made they had traversed" the terr. 'ble "Canyon del Noca y el Murto," where the river, bursting through the Sierra, plunges i. "to a capacious lake or bay in which the curre at spends its tie march to force, to again resume its maje.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, NORRISTOWN BAILROAD.

TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4:36, 5:36, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 F. 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 s20 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 103, P. M.

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

P. M. 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 Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 5:40, 6:40, 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, 714, 9, and 11-95 A. M., 5, 3, 4%, 5, 5%, 6%, 805, 10-95, and 11% P. M. Leave Norristown at 5-40, 8%, 7, 7%, 9, and 11 A. 1, 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. Irain from Norristown will not stop t Mogeo's, Potts' Landing, Domino, or Schur's

lane. ne. The 5 P. M. train from Philadelphia will stop only

tt School lane, Manayunk, and Conshohocken. ON SUNDAYS Leave Philadelphia at 9 A. M., 21/2, 4, and 71/4

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%, 8, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave 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 output at School Long and Manayunk

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% P. M.

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

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TA-BLE -Commencing MONDAY, May 10, 1869.-Trains will leave Depot cornor Broad street and Washington sysnue as follows.-Way Mail Train at \$ 00 A. M. (sundays excepted), or Baltimore attempts of Manuary systems

r Baltimore, stopping at all regular stations, onnecting with Delaware Railrond at Wiimingon for Urisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltmore and Washington, stopping at Wilming-on, Perryville, and Havre-de-Grace. Connects at

ton, 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 Ches-ter, Thurlow, Linwood, Giaymont, Wilmington, Newport, Stanton, Newark, Elaton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.

deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (dailv), for Baltl-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train. WILMINGPTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 00 P. M. The 5:00 P. M. Train connects with betaware Railroad for Harrington and Intermediate Stations.
Leave Wilmington 6:39 and 8:10 A. M., 1:30, 4:15,

and 7.00 P. M. The S.10 A. M. Train will not s between Chester and Philadelphia. The 7 P.

between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Ac-commodation Trains Sundays excepted. From Baitimore to Philadelphia. - Leave Balti-more 7.25 A. M., Way Mail; 9.35 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7.25 P. M., stopping at Mag-nolia. Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS.

TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad. Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M. and 435 P. M. Leave Phi-ladelphia for Chadd's Ford at 700 P. M. The 7-00 Å. M. Train will stop at all stations be-tween 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 Depesit 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 015 A. M.

RAILROAD LINES.

1869. -FOR NEW YORK. -THE CAMDEN AND AND ANBOY AND PHILADELPEIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

YORK, AND WAY PLACES. FROM WALNUT STREET WHARS. At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Camden 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 P. M., for Freehold. 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 Trepton.

Trenton. At 0.30, 8, and 10 A. M., 12 M., 2, 3.30, 4.30, 6, 7, and 11.80 P. M. for Bordentown, Florence, Burlington, H 120 P. M. for Bolanco. At 0.30 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

n and Bristol, and at 10 15 A. M. and 6 P. M. for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-vilie 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 10:16 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sin' ming, Bridesburg, and Frankford, and at s P. M. for Holmesburg and Intermediate stations. Encody West Phill ADEL PHILA DEPORT.

sin ming, Bridesburg, and Frankford, and at S. Y. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. At 9:30 A. M., 1:20, 4, 0:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, §3:25. At 11:30 P. M., Emigrant J inc. Fare, §3:26. At 11:30 P. M., Emigrant J inc. Fare, §3:26. At 19:30 A. M., 1:20, 4, 6:46, and 12 P. M. for Tren-tor.

ton. At 920 A. M., 4, 645, and 12 P. M. for Bristol. At 12 P. M. (sight), for Morrisville, Tuliytown, Schenck's, Eddington, Gornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 920 A. M., 645 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES. FROM RENSINGTON DEPOT. At 7:38 A. M. for Niagara Falls, Buffalo, Dun-hirk, Elmira, Itheca, 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, Strondsburg, Water Gap, Belvidere, Easton, Lam-burtylic, Flomington, etc. The 3:33 P. M. Line connects direct with the train leaving Easton for Manch (Lunk, Allentown, Bethlehem, etc. At 1 A. M. and 5 P. M. for Lambertville and in-

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

PEMBERTON ARTS TREET FERRY (UPPER SIDE). FROM MARRET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 215, 339, 5, and 639 P. M. for Merchantville, Moorestown, Haritord, Masonville, Hainesport, Mount Holly, Smithville, 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, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown. 110 WILLIAM H. GATZMER, 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 Markot streets thirty pinutes before its departure. The Chesnut and Walnut streets cars run within one square of the

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

Agents of the Union Transfer Company will call for and deliver baggings at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8:00 A. M. Pach Accommodat'n, 10:20 A. M., 1:10 and 7:30 P. M. Fast Line 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 4:00 P. M. Parkesburg Train 5:30 P. M. Cincinnati Express 8:00 P. M. Erie Mall and Pittsburg Express 10:30 P. M. Philadelphia Express 12 night. Erie Mall onves daily, except Sunday, running

Friadelphia Express, 12 hight. Erie Mail leaves daily, except Sunday, running n Saturday night to Williamsport only. On Sun-ay night passengers will leave Philadelphia at 12

Philadelphia Express leaves dally. All other trains daily, except Sunday. The Western Accommodation Train guns daily, except Sunday. For this train tickets must be pro-

RAILROAD LINES. READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

Sale at the Anction Reems, Nos. 109 and 141 South Fourth street. SUPERIOR HOUSEHOLD FURNITURE, MIRBORS, UARPETS, ETC. On Thursday Morning. July 29, at 9 o'clock, at the anction rooms, by estalogues, an assoriment of parlor, chamber, and dining-room firm-ture. French plate mirrors: bookcases; extension tables; office furniture; thir mattremes; feather beds; chima and planeware; refrigerators; stores; evening michimes, made by Parbam; 200 Ba, white lead; Birussels and other car-pets, etc. THE 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

Callowing screets, Final depint, as the following hours:-MORNING ACCOMMODATION. At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

Wilkesharre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:39 A. M. train connects at READIN.3 with East Pennsylvania Railroad trains for Allentown, etc., and the S:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Einira, etc.; at HAR-NISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pineerrove, etc. mrg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadolphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION, Leaves Pottstown at 6-25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Potstown at 6-40 P. M. READING ACCOMMODATION, Leaves Reading at 7-50 A. M. stopping at all

READING ACCOMMODATION. Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 1045 A. M. Returning, leaves Philadelphia at 545 P. M.; ar-rives in Reading at 8 P. M., and connects with the market train for Pottaville. Trains for Philadelphia leave Harrisburg at 840 A. M. and Bottaville at 9. A. M. arriving in Philadel.

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg t 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 15 A. M., and Harrisburg at 440 P. M. Connect-ng at Reading with Afternoon Accommodation outh at 650 P. M., arriving in Philadelphia at 945 2 M.

P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 Å. M., connecting at keeding with accommodation train for Philadel-

All the above trains run dallr, Sundays excepted, All the above trains run dallr, Sundays excepted, Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3 35 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M.

### CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 750 A. M., 1245, and 450 P. M. trains rom Philadelphia. Returning from Downlagtown at 610 A. M., 100 and 546 P. M. PERKIOMEN RAILROAD.

Passengers for Skippack take 7:00 A. M., 4:50 and cin P. M. trains for Philadolphia, returning from skippack at 6:15 and 5:15 A. M. and 1:00 P. M. Stage

Skippack at 645 and 845 A. M. and 100 F. M. Stage imes 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 5 P. M., pass-ing Reading at 105 A. M. and 150 and 1040 F. M., and connecting at Marrisburg with Pennsylvania and Northern Central Railread Express trains for Pittsburg, Chicago, Williamsport, Eimira, Balti-more, etc.

SALE OF 1200 CASES BOOTS, SHOES, BROGANS, ETC. On Thursday Morning, July 29, at 10 o'clock, including a large time of city and goods. 727 2t BUNTING, DURBOROW & CO., AUCTION-EKRS, Nos 221 and 234 MARKET Street, comer of Bank street. Successors to John B. Myers & Co. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 550 and 550 A. M. and 1050 P. M. passing Read-ing at 554 and 731 A. M. and 1050 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Siceping cars accompany these trains through between Jersey City and Pittsburg without change. IMPORTANT OPENING FALL SALE OF 2000 CASES ROOTS, SHOES, TRAVELLING BAGS, ETC. On Tuesday Morning, August 3, at 10 o'clock, on four months' credit. [7.38.34

change,
 A Mail train for New York leaves Harrisburg at A Mail train for New York leaves Harrisburg ieaves New York at 12 M. SchUYLKHL, VALLEY RALEOAD, SchUYLKHL, VALLEY RALEOAD, Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at S35 A. M., and 9215 and 415 P. M. control 5 and 415 P. M.

 control 5 and 415 P. M.

CHUYLKILL 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+5 A. M. and 7+40 P. M. TICKETS, Through first-class tickets and emigrant lickets to through first-class in the North and West and

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 Accommostation 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-



Is warranted to keep Strawherries superior to any know, process, as well as other fruit, without being air-tight, Price, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Propriators.

5 29 4m No. 138 North SEGOND St., Philada.

Sunday Train will leave Philadelphia at 8:00 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 '00 A M. and 4:30 P. M. trains for Baltimore Central Rallroad. 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 pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent FOR CAPE MAY, VIA WEST JERSEY RAIL.

COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-

9.00 A. M., Cape May Express, due 12.25.

8.16 P. M., Cape May Passenger, due 7.16. 4.00 P. M., Fast Express (commencing on Satur-day, July 3), due 6.55 P. M. Sunday Mail Train leaves at 7.16 A. M., due 10 45. Cape May Freight leaves Camden daily at 9 20

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

b 60 A. M., Past Parties (commenting on Mon-day, 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 be had only of the Transverse at London. To For-ter and Statements of London.

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 Camlen and Cape May. For Millville, Vineland, Bridgeton, Salem, and

termediate stations, leave Phliadelphia at 8.00 . M., mail, and 3.30 P. M., passenger. An accommodation train for Woodbury, Mantua,

Barnshoro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at 6-3 0A. M.

Commutation books of 100 checks each, at re-duced rates, between Philadelphia and all stations.

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc.,

20 A. B For Bridgeton, Salem, and way stations, 12:00

Freight received at first covered wharf below

Valnut street. Freight dellvery, No. 228 S. Delaware avenue. 71 W.M. J. SEWELL, Sap't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE,

CAMDEN AND ATLANTIC RAILEOAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 13/4 HOURS. TAKES EFFECT JULY 1, 1869.

	TAKES EFFECT JULY 1, 1809. Through trains leave Vine Street Ferry as fol-
	Invoign trains leave time bitter a train
	Superal Francesion 6:151A. M.
	Mail 8:00 A. M. Freight (with passenger car) 9:45 A. M.
	Freight (with passenger car)
	L'arrows absorred in the hours
	Atlantic Accommedation
	Atlantic Accommodation
	Freight (with parsenger car), 4:17 P. M. Mall, 5:18 P. M.
	Mail 5-18 P. M. Special Excursion
	Special Excursion. An extra Express train (through in 114 hours)
	An extra Express train every Saturday at 2.00 will leave Vine Street Ferry every Saturday at 2.00 F. M.; returning, leave Atlantic City on Monday at
	F. M.; returning, leave Atlantic City of Meridian
	9:40 A. M. Local trains leave Vine street:- 10:15 A. M.
	Local trains leave vine screet
	Ateo Accommodation
i.	Hammonton do.
ł	Returning, leave 12-15 poon
ł	A100
	Haddonneld
	Haddonfield
ł.	Leaves Vine street
1	Leaves Vine street
	Fare to Atlantic City, \$2. Round trip tickets
	good for the day and trans on the
9	aued, \$3. Additional ticket offices have been located in the
	b. H. MUNDY, Agent.
	7.77

cured and baggage delivered, by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ .:-Cincinnati Express. 3'10 A. M. Philadelphia Express Faoli Accommodat'n, 8'20 A. M., 3'40 and 8'20 P. M.

 

 Paoli Accommodatin, Stora, and Statistics
 9.35 A.

 Erie Mail
 9.35 A.

 Parkesburg Train
 9.10 A.

 Lancaster Train
 12.30 P.

 Erie Express
 4.20 P.

 Day Express
 4.20 P.

 Southern Express
 6.40 P.

 9 35 A. M. Day Express Southern Express Harrisburg Accommodation For further information, apply to JOHN F, VANLEER, Ju. Ticket Agent.

FRANCIS FUNK, Ticket Agent. No. 106 MARKET Street. SAMUEL H. WALLACE,

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

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT.-On and after MONDAY, April 12, 1889, Trains will

M., 2'30 P. M., 4'16 P. M., 4'36 P. M., 7'16 and 11'30 P. M. Leave West Chester from Lepot, 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 inter-mediate points at 12'30 P. M. and 5'45 P. M. Leave B. C. Junction for Philadelphia at 5'30 A. M. and 1'45 P. M. Trains leaving West Chester at 7'40 A. M. will stop at B. C. Junction and Media only. Fassen-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 Wainut street cars. The of the Market street line run within one square. The ears of both lines connect with each train upon its arrival.

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 7-16

P. M. Leave West Chester for Fhiladelphia at 7.45 A. M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 6.00 Leave B. C. Junction for Philadelphia at 6.00 Leave B. C. Junction for Philadelphia at 6.00 Leave B. C. Junction for Philadelphia Leave B. C. J

PHILADELPHIA AND ERIE RAILROAD.-SUMMER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND TH THE GREAT OIL REGION OF PENNSYL. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 20, 1809, the trains on the Philadelphia and Erle Railroad will run as follows:-

MAIL TRAIN leaves Philadelphia. "Williamsport . 10.45 P. M. 8.15 A. M. 9.30 P. M. a Williamsport 8:16 A. M.,
 a mrrives at Erie.
 9:30 P. M.,
 ERIE EXPRESS leaves Philadelphia.
 11:50 A. M.,
 a arrives at Erie.
 10:00 A. M.,
 ELMIRA MAIL leaves Philadelphia.
 8:00 A. M.,
 Williamsport.
 8:00 A. M.,
 Williamsport.
 8:00 P. M.,
 6:30 P. M., " arrives at Lockhaven . 7.45 P. M. Allegheny River Railroad.

Baggage abecked through. ALFRED L. TYLER General Superintendent 11

tions by Reading and Pottstown Accommodation Trains, at reduced rates.

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 de-sized for families and firms

Bired, 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

CLERGYMEN

Residing on the line of the road will be furnished ith cards entitling themselves and wives to tlokets

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 Philadelphila Post Office for all places on the road and its branches at 5 A. M., and for the

on the road and its of all of 215 P. M. principal stations only at 215 P. M. FREIGHT TRAINS Leave Philadelphia daily at 456 A. M., 1245 noon, 5 and 745 P. M. for Reading, Lebunon, Harrisburg, Pothydile, Port Clinton, and all points beyond. BAGGAGE. Dungan's Everses will collect baggage for all trains

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 Callowh II streets.

NORTH PENNSYLVANIA RAILROAD,-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, 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 hannock.

hannock. At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Seranton, and New Jersey Central and Morris and

At 145 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 6:40 and 10:45 A. M., and 11.20 P. M.

130 P. M. For Abington at 135, 345, 520, and 8 P. M. For Lansdale at 520 P. M. Fifth and Sixth Streets, Second and Third streets, and Union Cky Passenger Kallways run to be new Denot

the new Depot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25 From Doylestown at 825 A. M., 455 and 705 P. M. From Lanutale at 7:30 A. M. From Fort Washington at 9-20, 10-35 A. M., and

Heom Abington at 2'35, 4'35, 6'45, and 9'35 P. M.

ON SUNDAYS, Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for 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 3 P. M. Tickets sold and Baggage ohecked through at Mann's North Pennsylvania Baggage Express Office, No. 106 S. FIFTH Street. ELLIS CLARK, Agent.

ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Pack-ages, Merchandise, 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. E. OOLEMAN,

PENN STEAM ENGINE AND PENN STEAM ENGINE AND BOILER WORKS.-NEAFIRA LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER, MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been or clusively engaged in building and ropairing Marine and River Engines, high and low-pressure, from Boilers, Water Tanka, Propellers, etc., etc., respectfully offer their sor-vices to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary ; having erders with quick tespatch. Every description of patterns of different sizes, are prepared to execute orders with quick tespatch. Every description of patterns making made at the shortest untice. High and Low-pres-sure Fine Tubular and Cylinder Boilers of the best Pana-sylvania Charcoal Iron. Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turning, Sorew Cutting, and all other work connected with the and all other work com cted with the

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ets, etc. Also, 3 elegant Italian marble statuettes, "The Greek lave" and "Venus de Modiei." Also, superior musical box, with bell and drum at-

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ELEGANT WALNUT PARLOR, CHAMBER AND DINING ROOM FURNITURE, FINE CARPERS, ETC., ETC.

DINING ROOM FURNITURE, ETC., ETC. On Thursday Morning, July 29, at 10 o'clock, at No. 2022 Fine street, will be sold, the household furniture of a family declining houseksep-ing, comprising. Walnut parlor suit, in hairfoldi ; walnut chamber and diming room furniture; Brussels, ingrain, and Venetian carpets; chima and glassware, cooking utensils, refrigerator, atc. The furniture is in excellent order, and been in use but a short time. (7 27 3)

SALE OF A PRIVATE COLLECTION OF AMERI-CAN AND FOREIGN COINS.

July 25, at 55, o'chock, at the auction store, No. 1116 Chesnut street, will be sold a collection of foreign and American gold, silver, and copper coins, Catalogues can be had at the auction store, 7 37 35

Sale at the Auction Store, No. 1110 Chesnut street. SUPERIOR WALLNUT FURNITURE, MANTEL AND PIER GLASSES, ERUSSELS AND OTHER CAR-PETS, DECORATED CHINA CHAMBER SETS, HAIR MATTRESSES, BEDDING, ENGRAVINGS, GLASSWARE, ETC. On Friday Morning. At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large assortment of superior furniture, comprising parlor, chamber, library and dining-room suits, mattresses, car-pets, china, glasward, etc.

hamber, dina, glasoware, etc. Also, second-hand Forniture, from families leaving the 7 27 24

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

Administrator's Sale, No. 714 North Eighth street. SUPFEROR HOUSEHOLD FURNTTURE, FINE FRENCH PLATE MANTEL, MIRNOR, HIGH CASE CLOCK, FINE CARPETS, GOLD H. C. WATCH, 2 GOLD CHAINS, SILVER PLATE, ETO. On Thursday Morning. 29th inst., at 10 o'clock, at No. 714 North Eighth street, by catalogue, by order of Administrator, the entire supe rior homeshold furniture, solid silver forks, spoons and halles, gold hunting case watch, 2 gold chains, etc. May be seen early on the morning of sale. 7 22-54

Percentitions arry on the morning of sale. 7 22.5t Percentitory Sale N. W. corner Sixth and Chosnut streats. LARGE HAR. BAR FIXTURES, FRENCH PLATE MIRROR, MARBLE TOP TABLES, STEAM TA-BLE, LIQUORS, ETC. On Friday Morning. July 35, at 10 o'clock, by catalogue, to close the partner-ship concern of fackson & Boyce, the superior Fixtures, including large bar, with marble tops; large French plate mirror, glit trans. bur fatures, marble top tables, glass-ware, decenters, ereckery, steam table, cooking utensils, stationary washstand, 2 outside lamps, etc. Also, a quantity of whisky, rum, liquors, etc. 727 3t

C. D. MCCLEES & CO., AUCTIONEERS, No. 506 MARKET Street.

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BSCOTT'S ART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO.

Can be examined early on the morning of sale.

7 27 24

Aiso, lady's gold watch.

above business. Drawings 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 in perfect safety, and are pro-vided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

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