### THE PRIVATEER HORNET.

The Officers of the Vessel Arraigned. WILMINGTON, N. C., Oct. 5.—This morning the officers of the Cuban privateer Hornet, or Cuba, were arraigned before General Allen Rutherford, United States Commissioner for the District of Cape Fear. Judges Person and French appeared for the Government, and George Davis for the defendants. The parties were arraigned on the charge "that they did accept and exercise a commission to serve a foreign people in war, to wit, the people Cuba against the people of Spain, a country with which the United States is at peace, and did fit out and arm, and did procure to be fitted out and armed, within the limits of the United States, a certain ship or vessel called the Caba with intent that said vessel shall be employed in the service of the people of Cuba, to craise and to commit hostilities against the people of Spain, a country with which this United States is at peace, and did enlist and serve on board of said vessel with the intent to crulse and commit hostilities against the people of Spain, in viola-tion of the statutes of the United States and of the act of Congress of April 20, 1818." The Government not pressing the matter, the parties were not required to give bonds for their appearance at any specified time, but were placed in custody of United States Marshal Neff, who released them on parole on their personal assurance that they would not attempt to leave. The Government counsel made the point that the vessel had been fitted out in the United States, as charged in the indictment, to cruise and to commit hostilities against a government with which the United States is at peace, and to make it a prima facie case they asked for a continuance, to allow time to secure the presence witnesses for the Government from New York and Washington

The counsel for the defendants opposed the motion for a continuance, contending that the United States had no right to hold them, as the ship was commissioned by a regularly organized government, the republic of Cuba, and that she put in at Smithville in distress, and that it was contrary to the law of nations to detain her. Commissioner Rutherford decided that it was a prima facie case, and granted the Government until Monday, October 11, to produce witnesses.

### VIRGINIA.

#### Meeting of the Legislature .-- The Iron-Clad Oath.

RICHMOND, Oct. 5 .- The Senate elected all the officers named in the noon despatch, a Wells Republican making the same protest as was made in the House against their entering office without taking the iron-clad oath. The Senate then adjourned until to-morrow. Both parties are in caucus to-night, the Wells men to change their ticket for Speaker, General D. B. White who was nominated for that position last night being regarded as objectionable to General But-ler, having challenged him when in this city.

White has withdrawn, and the ticket will be changed to-night. The Wells Republicans ran a regularly nominated ticket for officers in the Senate, which received six votes. There is but little talk about the Senatorship to-day, in view of the more immediate interest of a choice of Speaker by the Walker men in caucus to-night. Robert Douglass, Private Secretary of President

Grant, is here to-day.
RICHMOND, Oct. 5.—The cancus of the Walker men had not adjourned at midnight, and lively discussion was going on between the friends of Crenshaw, Turner, and Tally for the Speakership. The Wells Republican caucus at the Capl tol is still in session. It is stated that they are discussing a petition to require the iron-clad oath from the officers of the Legislature elected at this session.

The secrecy of their caucus gives rise to various rumors about a determination to second from the regular legislative interference, in the matter of the iron-clad oath, by prominent men in Washington, for its enforcement, etc., none of which can be traced to any reliable source. The vote on officers, in the Senate to-day, was strictly a party one, except in the case additional doorkeeper, when some Republicans refused to vote, on the ground that the Senate could not create such an office.

# A Wonderful Phenomenon.

From the Evangelist. On the first day of September, 1859, two astronomers, one at Oxford, the other at London, were at the same time watching the spots on the disc of the sun; and both at the same moment saw certain strange bright patches of light break out in front of the cluster. So brilliant were they that the observers at first thought that the darkening screens attached to their telescopes must have become fractured. But this was found not to be the case. The bright spots indicated a process that was going on upon the sun's surface-a process so rapid that in five minutes the spots had traveled over a space of nearly 34,000 miles. Nor is this all. There is a strange connec-

tion oftentimes between the action of these magnetic forces and the phenomena of earthquakes and volcanoes. Indeed, it has been recently argued that the cause of the latter is to be found not in the subterranean fires of our globe expanding vapors and giving them a destructive agency, but in the electricity communicated to our globe by the sun. But be this as it may, it is a startling fact that there is a force manifesting itself on the face of the sun simply as a brilliant light flashing over its surface, that can through an interval of ninety-five millions of miles instantaneously operate on our earth; blaze along our tele graphic wires, give electric shocks to the signal-men stationed by them; flash Northern lights through the heavens; thrill the very globe from pole to pole with magnetic influences, disturb the repose of nature, and perhaps rock the solid earth as if its surface, in some places at least, were a mere scale on a boiling sea of fire.

There is something almost overpowering in a fact like this. Here is a force to which no other of which we have any knowledge can be compared. We speak with amazement of the speed of light, travelling thousands of miles in a single second. And yet there are perhaps worlds, or, as the poet phrases it,

"Systems of whose birth No tidings yet have reached this nether world," from which that light, that started from them thousands of years ago, has not yet penetrated to this earth, so that it might seem as if the very vastness of the universe left its parts disconnected-so disconnected that even a message sent with the speed of light failed to reach them till thousands of years had transpired.

But here is an agent, a mysterious force, that annihilates distance, as light cannot do it, as gravitation perhaps cannot do it; originating, we know not how, but when showing itself on the sun, traveling almost in an instant through the bounds of the solar system, telegraphing as it were to the extremities of creation, without any instrumentality of wires or connections, the will of the great Maker, reaching and affecting the fibres of all living things, breaking up the repose of Nature, and calling forth at once the most magnificent displays of Northern light and volcanic force, till the solid globe reels and rocks at its noiseless touch!

# Unnatural Deaths.

They do some things better in Great Britain than we do here, and one of the things in which they excel is the thoroughness and accuracy of the vital statistics. One of the recent returns of the Registrar-General, who has the charge of collecting and systematizing these statistics, gives the figures for five years, extending from 1863 to 1865 inclusive, of all the "violent or unnatural deaths," under which definition he includes all not resulting from disease or old age,

which have occurred in the United Kingdom. During that period there were no fewer that 83,853 "unnatural deaths," of which, as would be expected from the greater exposure of men to causes of peril, 62,708 were those of males. Six hundred and twenty-one of these were due directly to intoxication; though this, of course, is but a portion of the total number of lives sacrificed through strong drink. Railways are debited with 4175 violent deaths, which shows that even in careful England the locomotive and the rall does its work of slaughter. The mine, however, leads the ghastly march in the number of its victims. Five thousand eight hundred and ninety-eight miners have perished y explosions, inundations, falling in of the nines, etc. The most curious, and perhaps also he most revolting, revelations of these statistics is the enormous proportion of what might be termed child-murders through the carelessness of the parents or protectors. Out of the number of 88,853 violent deaths, no fewer than 19,510 happened to children under five years of age. This is nearly one-fourth of the total, and the Registrar-General writes down that 3938 of these infants were burnt to death, 3287 scalded to death, 1950 drowned, and 5134 suffocated. Under the head of "mechanical injuries," such as fractures, falls, etc., the Registrar-General returns 28,114 deaths; under that of "chemical injuries," such as burns, scalds, and poisoning, 14,942; by drowning, suffocation, or other forms of asphyxia, 23,825; and 6896 by miscellaneous and unrabulated violence or mischance. Suicide aids 6699 to the list, and of this total nearly five thousand were males. Between the ages of fifteen and twenty, however, more girls than boys committed suicide, the figures being 165 females to 130 males between those ages. Above those ages the proportion ruus entirely against the males, until between the ages of forty-five but 382 females committed suicide against 1135 males. During the five years seventy-one convicts, including three women, came to an "unnatural and violent death" by hanging. The death-roll contains curiosities of dissolution of which the following are examples:- 'Two persons, one very old and one very young, were killed by game cocks; one person from artificial teeth; others from swallowing a fishbone, swallowing a pin, a needle, a halfpenny, a nutshell, a hook; one died from the sting of a wasp, one from the bite of a donkey, and one from fright in a storm."-Ballimore American.

Reminiscence of the Bonapartes. The visit of the Empress to Ajaccio has recalled some curious details of the Bonaparte family, communicated by a Corsican. The house shown as that inhabited by Charles Bonaparte and his children is situated in one of the oldest parts of the town of Ajaccio. The original tenement, during the popular dis-turbances of 1793, was burned to the ground. Napoleon had been engaged in the expedition against Sardinia, the failure of which may partly be attributed to Paoli, and to the effects of bad weather on the naval portion of the enterprise. Corsica broke out in open rebellion. Paoli placed himself at the head of the insurgents, and said to Napoleon, "You must choose between France and me." "Well," replied the young officer, "I remain on the side of France, and separate from you, who are allied to the English." Napoleon was sent to Bastia. Paoli a second time made overtures to the Bonaparte family, which were rejected, upon which he attempted to take them prisoners. From this fate they were rescued by the attachment of a few mountaineers. Lucien, in the middle of the night, was suddenly aroused by the gleam of torches in his bedroom. He recognized among a group of mountaineers the friendly face of Costa, their leader, who exclaimed, "Quick, Luciano, awake Signora Letizia; Paoli's people will be upon you in an hour. But follow us; we are determined to rescue your family." Escorted by these mountaineers, the Bonapartes escaped to the hills, whence they saw Ajaccio, and of course their own house, enveloped in flames. Paoli razed it to the ground, and proclaimed family. After two days and nights of intense suffering, Madame Letizia and her children reached Marseilles, where her son Napoleon met her. Joseph was appointed war commissary, Lucien obtained employment in the military storekeeper's office, while Madame Letizia received rations distributed to emigrants. She and her daughters inhabited a miserable lodging in the Rue St. Laurent. and suffered extreme misery. The new house was built by the family on the plan of their former habitation, of which it is an exact reproduction. It has been purchased by Napoleon III. The rooms are numerous, but small; and to the last hour of his

### ness. The Origin of Rattlesnakes.

life the first Emperor disliked large rooms, and always selected a small apartment for the

one in which he transacted important busi-

The attachment of the Red Indian aborigine to this famous reptile is proverbial; among nearly all the tribes, even at this present day, it s seldom disturbed, but is designated by indearing name of grandfather. It is recorded, however, by the early historians, that when one tribe desired to challenge another to combat, they were in the habit of sending into the midst of their enemy the skin of a rattlesnake, whereby it would appear to have been employed as an emblem of revenge. And as for the origin of the rattlesnake, the old men among he Cherokees relate a legend to the following

A very beautiful young man, with a white ace, and wrapped in a white robe, once made his ppearance in their nation, and commanded em to abandon all their old customs and fes ivals and to adopt a new religion. He made ase of the softest language, and everything he lid proved him to be a good man. It so hap ened, however that he could make no friends mong them, and the medicine men of the naion conspired to take his life. In many ways did they try to do this-by lashing him with serpents, and by giving him poison, but were always insuccessful. But in process of time the deed as accomplished, and in the following manner: —It was known that the good stranger was in he habit of daily visiting a certain spring for the urpose of quenching his thirst and bathing his body. In view of this fact, the magicians made a very beautiful war-chest, inlaid with some ud shells and decorated with rattles, and this hest they offered to the Great Spirit, with the rayer that he would teach them how to destroy e stranger. In answer to the prayer, a vene mous snake was created and carefully hidden under a leaf by the side of the spring. The stranger, as usual, came there to drick, was bitten by the snake, and perished. The Cherokee nation then fell in love with the snake, and having asked the Great Spirit to distinguish it some peculiar mark from all the other snakes the world, he complied by transferring to its ody the rattles which had made the chest of acrifice so musical to the ear and so beautiful

CLOTHS, CASSIMERES, ETC.

# CLOTH HOUSE.

A FULL LINE OF

# Fall and Winter Goods,

Specially adapted to the City Merchant Tailor Trade,

AT THE LOWEST MARKET PRICES.

SIGN OF THE GOLDEN LAMB, No. 11 NORTH SECOND STREET.

JAMES & LEE,

RAILROAD LINES.

READING RAILROAD,-GREAT TRUNK LINE R from Philadelphia to the Interior of Peunsylvania, the Schuylkill, Susquehanna, Camberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

hours:— MORNING ACCOMMODATION,
At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.
MORNING EXPRESS,
At 8:15 A. M. for Beading, Lebanon, Harrisburg, Potsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:20 A. M. train connects at READING with The 136 A.M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 815 A.M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuylkill and Sugambanna Irains for Northern Central, Cumberland Valley, and Schuylkill and Sugambanna Irains for Northern Central Company of Schuylkill and Sugambanna Irains for Northern Central Company of Schuylkill and Sugambanna Irains for Northern Central Company of Schuylkill and Sugambanna Irains for Northern Central Company of Schuylkill and Sugambanna Irains for Northern Central Company of Schuylkill and Sugambanna Irains for Northern Central RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg,

Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at \$30 P. M. for Reading, Potsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at internedlate stations; arrives in Philadelphia at 8-40 A) M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Potistown at 6:40 P. M. READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Phila-delphia at 1615 A. M. Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40

Trains for Philadelphia leave Harrisburg at 840 A. 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 2-45 P. M., arriving at Philadelphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 2-15 P. M.

Market train with a neasonage car attaches.

Market train, with a passenger car attached, leaves hiladelphia at 1245, noon, for Pottsville and all way ations: leaves Pottsville at 5:40 A. M. cont t Reading with accommodation train for Philadel his and all way stations.

All the above trains run daily, Sundays excented. Sunday trains leave Pottsyille at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25

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 and 5:45 P. M.
PERKIOMEN RAILROAD.

Passengers for Skippack take 7 30 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 P. M. Stage lines for the various points in Perkiomen Valley con-nect 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 195 A. M. and 150 and 10-10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rallroad Express trains for Flitsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at \$50 and \$50 A. M. and 1050 P. M., passing Reading at 544 and 751 A. M. and 1250 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. Mall train for Harrisburg lunves 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 5:55 A. M. and 3:20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7.45 A. M. and 3.40 P. M., and from Tremont at 6.45 A. M. and 5.65 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, and 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 stathe banishment a perpetuite of the Bonaparte | tiors by Reading and Pottstown Accommodation The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth

street, Philadelphia, or of G. A. Nicolls, General uperintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent. disount, between any points designed, for families MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

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 Phadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhili 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 THAINS leave Philadelphia daily at 4:55 A. M., 12·45 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE—Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sunday excepted),

for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington or Crisfield and intermediate stations.

for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for faltimore 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 Faltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

Stopping at all stations between Philadelphia and Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6:30 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.

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 725 A. M., Way Mail; 935 A. M., Express; 235 P. M., Express; 235 P. M., Express; 726 P. M., Express. Leaves Baltimore at 725 P. M., stopping at Mag-noin, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Fhiladelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 4 35 P. M.

The 7 90 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, 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.

Trains leaving Wilmington at 6 36 A. M. and 4 15 P.

M. will connect at Lamokin Junction with 7 00 A. M. and 4 30 P. M. Trains for Baltimore Central R. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesant 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.

### RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Treaton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WAINUT STREET WHARF.

At 6-30 A. M., via Came and Amboy Accom. . \$2-25 At 8 A. M., via Came and Jersey City Ex. Mail. . 3-30 At 2 P. M., via Came and Amboy Express. . . 3-30 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., 13 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 8 and 10 A. M., 12 M., 2, 3 30, 8 and 3 5 2. 3., 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 80, 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). (upper side). FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington Depor.

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

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for Deports. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 750 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 750 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg, and Intermediate stations. P. M. for Holmesburg and intermediate stations,

At 9:30 A. M., 120, 4, 6:45, 8, and 12 P. M., for Trenton.

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, Corawell Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9 50 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the

cars on Third or Fifth street, at Chesnut, 39 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9 30 A. M., 8 and 12 P. M. lines,

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.
At 7:20 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, wego, Synicuse, Great Bend, Montrose, Wincedarte, Schooley's Mountain, etc.

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

At 11 A. M. and 5 P. M., for Larabertville and in-CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HUGHTSTOWN RAIL-

ROADS. At ; and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., for Mercha? Wille, Moorestown, Hartford, Masonville, Hainesport, Mouat Holly, Smithville, Ewansville, Vincentown, Sirmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hernerstown.

At 7 A. M., 1 and 3 20 P. M., for Lewistown, Wrightstown, Cookstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. 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 car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot, Sieeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut 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.

TRAINS LEAVE EPOT, VIZ.:-Harrisburg Accommodation. 2-30 F. Lancaster Accommodation. 4-00 P. Parkesburg Train. 5-30 P. Cincinnati Express. 8-00 P. Eric Mail and Pittsburg Express. 9-30 P. Cincinnati Express. 5'30 P. M.
Erie Mail and Pittsburg Express. 9'30 P. M.
Erie Accommodation. 11'00 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday hight passengers will leave Philadelphia at 8 o'clock.
Philadelphia Express leaves daily. Cincinnation of the control of the contr

Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily,

except Sunday. For this train tickets must land baggage delivered by 5 P. M., at No. 116 TRAINS ARRIVE AT DEPOT, VIZ. :

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, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAHLROAD. — FOR Bethiehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted as follows: cepted) as follows:--At 7-45 A, M. (Express) for Bethlehem, Allentown,

Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. At 9:45 A. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads, At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and

Hazleton.

At 500 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 the see P. For Abington at 145, 345, 520, and S P. M.

For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, nd Union City Passenger Railways run to the new TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9.00 A. M., 2.10, 4.45, and S.25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. Fram Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS. Philadelphia for 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 Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper ferry), at 5.15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, and all intermediate stations, 3-15 P. M., Mail. for Cape May, Mulville, Vineland, and way stations below Glassboro. 3-30 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 530 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue, Commutation tickets at reduced rates between Philadeiphia and all stations, WM. J. SEWELL, Superintendent, September 16, 1869. 9 20

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 2, 3%, 3%, 4, 4 35, 5 05, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 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, 10, 11 P. M.
The 8\*20 down train and 3% and 5% up trains will not stop on the Germantown Branch.

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 4 08, 7, and 10%
P. M. 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., 9, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRESTOWN.
Leave Philade phia at 6, 7%, 9, and 11:05 A. M., 1%,
8, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 8, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's 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% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayank at 6:10, 7, 7½, 8:10, 9½, and 11½

A. M., 2, 3½, 5, 6¾, 8:30, and 10 P. M.

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

Leave Philadelphia at 9 A. M., 2M, 4, and 7M P. M. Leave Manayunk at 7M A. M., 1M, 6, and 9M P. M. W. S. WILSON, General Superintendent, Depot, NINTH Bud GREEN Streets.

CHESTER AND PHILADELPHIA sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train unon the

cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:30 A. M. ind 2 to P. M. Leave West Chester for Philadelphia at 7:55 A. M. WILLIAM C. WHEELER,

General Superintendent. PELLADELPHIA AND ERIE RAILROAD.— WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trams on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West

follows from Pennsylvania Rairoad Depot, West Philadelphia:— Westward.

MAIL TRAIN leaves Philadelphia. 9-20 P. M.

"Williamsport. 7-30 A. M.

"arrives at Erie. 8-15 P. M.

ERIE EXPRESS leaves Philadelphia. 11-50 A. M.

"Williamsport. 9-99 P. M.

"arrives at Erie. 10-00 A. M.

ELMIRA MAIL leaves Philadelphia. 8-90 A. M.

"Williamsport. 6-10 P. M.

arrives at Lock Haven. 7-30 P. M.

EASTWARD. and Irvincton, Express West at Irvincton, with

> ALL, TYLER, FRED General Superintendent. GOVERNMENT SALES.

OVERNMENT SALE OF BONDED GOODS RE maining in store over three years.

Il be sold, at Godley's Bonded Warehouse.

Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11 o'clock A. M., viz.:—
Per barque "Fret," Gullas master, from Rotterdam June 11, 1866—1 cask Gln. mark Palm Tree—C. Imported by George C. Carson & Co.

Fer Outside Line, from New Bedford June 19, 1866 -2 casks and three & casks Wine, mark W. D. Imported by William Derbyshire.

Per railroad line, from New York July 23, 1865—19 baskets Wine, mark S. S. N. Imported by S. S. Nor-

Per steamer "Propontis," Higginson master, from Liverpool August 6, 1866—13 baskets Champagne mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 22, 1866—

Twelve & ps. Brandy, mark A. W. Imported by A. Weniger.
Per brig "Matilda," Anderson master, from St. Bartholomew August 28, 1865—4 barrels Lead Ore, Imported by Janutche & Lavergne. Per barque "Jupiter," Bradherring master, from London September 21, 1865—16 dozen bottles Wine, arks J. W. & Co. and P. K. Imported by Phil

HENRY D. MOORE, SAMUEL C. COOK, 9 22 23 25 27 29 30—10 4 5 7 Auction Auctioneer.

GOVERNMENT SALE OF UNCLAIMED GOODS remaining in store over one year. Will be sold at Godle)'s Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11:00 o'clock A. M., viz.:—
Per brig 'S. W. Welsh," Watson, master, from Palermo, June 1, 1868, one vallee Clothing, mark G.

M. or A. N.

Fer brig "George Berry." Bradley, master, from Sagua, June 10, 1868, two demijohns Liquor.

Fer barque "H. Gregory," Gregory, master, from Genoa, June 30, 1868, three packages sample Cotton.

Per schooner "Ralph Souder," Crosby, master, from Hillsboro, September 4, 1808, one small package, mark E. Pennington, Jr., care of Medara &

Per brig "Bride," from Messina, January 27, 1868, one box merchandise, addres ad John Francis, HENRY D. MOORE, SAMUEL C. COOK, 9 99 93 95 97 99 80-10 4 5 7

MERRICK & BONS

SOUTHWARK FOUNDRY, No. 450 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE, Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DEAINING MACHINE.
AND
RO EXTRACTOR.

For Cotton or Woollen Manufacturers. 7 10 mwf J. VAUGHN MERRICK. WILLIAM H. MERRICK. E STABLISHED 1819.

# The New York Dyeing and Printing Establishment,

STATEN ISLAND. No. 40 North FIGHTH Street (West Side), Philadelphia: No. 28 DUANE Street and 752 BROADWAY, New

No. 28 DUANE Street and 722 BROADWAY, New York.

This old and well-known Company are prepared, as usual, with the highest degree of skill, and the most approved machinery. To DYE, CLEANSE and FINISH every variety of LADIES and GIENTLEMEN'S GARMENTS, and PIECE GOODS, in their usual superior manner.

GARMENTS CLEANSED WHOLE. 19 17 fmw2m BOTE—This is our only office in Philadelphia.

TOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc.

AUOTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Extensive Sale at the Auction Rooms, Nos. 129 and 141

Exiensive Sale at the Auction Rooms, Nos. 139 and 141
S. Fourth & reet.
S. Fourth & reet.
S. Fourth & reet.
S. Fire proof Safe, Office Furniture, Hair Mattressee, Franker Beds, Oil Paintings, China and Glass Ware, Stoves, Handsome Velvet, Brussels, and other Carpets, Ric.
On Thursday Morning.
Oct. 7, at 20 clock, at the auction rooms, by catalogue, a large assertment of superior Household Furniture, comprising—2 handsome resewood and walnut parlor suits, covered with figured brocatelle, made by Moore & Campion and Laiz; walnut parlor furniture, covered with plant, rep, and hair-cloth; library and dining room furniture; 5 handsome walnut chamber suits; elegant rosewood Toctave planosforte, made by H. Larsen, New York; I plane forlies, made by Pennsy vania Manufacturing Company, and Lond; fine French plate mantel and pler mirrors; elegant walnut bockcasses; 5 walnut sideboards, marble 10ps; wardrobes, extension, centre, and bouquet tables; lounges, hat stand, etageres, superior office desks and tables, cal paintings and engravings, china, glass, and plated ware, fine hair mattresses, feather beds, bolaters and pillows, superior fire-proof safe, made by Evans & Watson 2 iron chests, 100 doz, shoe blacking, 12 walnut school desks, chandeliors, gas-consuming and cocking stoves, double barrel gaus, handsome velvet, Brussela, and other carpets, oil cloths, etc.

Also, 3 fine oil paintings, by Baum, B. Brugner, and Sardewsky.

Also, elegant cabinet organ, made by Great, Kinsley & Co., in handsome rosewood case.

Sale No. 947 Franklin stvest.

Sale No. 947 Franklin streat,
HANDSOME FURNITURE, MIRRORS, BRUSSELS
CARPETS, ETC., ETC.
On Friday Morning,
Cetcher 8, at 10 o'clock, at No. 947 Franklin streat, above
Poplar streat, by catalogue, the entire furniture, comprising handsome suit walnut parlor furniture, hair cloth
covering, stagere, centre and bouquet tables, handsome
pier mirror, walnut ball, dining room and sitting room furniture, extension table, chima and glassware, walnut
chamber furniture, matreeses bolster and pillows, wardrobes, cottage furniture, fine Brussels and other carpets,
kitchen utensils, etc. May be examined on the morning of
sale at 8 o'clock.

BUNTING, DURBOROW & CO., AUCTION-A) EERS, Nos. 232 and 234 MARKET Streat, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS,
On Thursday Morning,
Oct. 7, at 10 o'clock, on four months' credit,
10 1 5t IMPORTANT SALE OF CARPETINGS, OIL CLOTHS,

Oct. 8, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS.

On Monday Merning.

Oct. 11, at 10 o'clock, on four months' credit, including a special sale of Paris and Vienna broube long and square and Chenille shawls. By order of Mossrs. Learnaier Bros. Particulars bereafter.

[10 5 54]

SALE OF 2000 CASES BOOTS, SHORS, ETC., On Tuesday Morning, Oct. 12, at 18 c'clock, en four months' credit. 10 6 5t

C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. ETC.

On Thursday a owning.

Cct. 7, at 10 o'clock, facluding a large line of city-made goods.

N. B.—Sale every Monday and Thursday [10 4 3t THOMAS BIRCH & SON, AUCTIONE TRANSCHENUT Street, rear entrance No. 1107 Samson street. Administrator's Sale, S. E. corner Twentieth and Oxford

Administrator's Sale, S. E. corner Twentieth and Oxford Streets.

WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE: BRUSSELS AND OTHER CARPETS: OIL PAINTINGS; MATTRESSES; CHINA; GLASSWARE, ETC.

On Thursday Morning,

October 7, at 10 o'clock, at the southeast corner of Twentieth and Oxford streets, by order of Administrator, will be seld, the entire furniture of the house, comprising 2 suits of clegan; parlor furniture, covered with green plush; superior Brussels and imperial carpets; centre and bouquet tables, marble tops; oak sideboard and extension table; walnut office table; walnut cane seat chairs; oil paintings; four suits walnut chamber furniture; tine hair mattresses; bedding; china; glassware; kitchen furniture, etc.

ure, etc.
Also, I fine barometer: I liquor bydrometer.
The rurniture can be examined after 8 o'clock on the
norning of sale. norming of sale.

Catalogues now ready for delivery at the auction
1052t

Sale at the Auction Store, No. 1110 Chesnut street.

SUPERIOR EOUSEHOLD FURNITURE, PIANO-FORTES, Large Mirrors, Fine Carpets, Paintings, Silver Plated Ware, China, Wall Paper, Fine Guns, etc.

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be seld, a large assortment of superior furniture from families decliming bousekeping, comprising: Velvet, Brussels, ingrain and Venetian carpets; parlor suits of furniture in reps, plush, and hair cloth; library suits; walnut chamber smits; washstands; sideboards; extension dining tables; secretaries and bookcases; office tables; French plate pier and mantel mirrors; an assortment of silver plated ware; spring and hair mattresses; cane seat chairs; framed paintings and engravings; sewing machines; mantel clocks; kitchen furniture; stoves, etc.

PIANO-FORTES—Also one rosewood piano-forte, made by Hallet, Davis & Co.

Also, about 3000 pieces of satin and plain paper hang-Also, about 3000 pieces of satin and plain paper hang-

EREECH-LOADING FOWLING PIECE-Also, 1 fine AT PRIVATE SALE, 1 second size Billiard Table, marble top, with balls, etc., 10 5 24

L IPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE SALE OF 1250 LOTS FOREIGN
AND DOMESTIC DRY GOODS, ETC. ETC.
On Thursday Morning,
Oct. 7, 1889, at 10 o'clock, on four months' credit. Included will be found 30 cases shirts and drawers; 1000 dozen hoop skirts and corrects; 500 dozen kid gloves; 1000 bounds zepbyr worsted, etc. ounds zephyr worsted, etc. MILLINERY GOODS, Including 200 cartons bonnet, sash, and trimming rib-ons; velvets; velveteens; laces; 300 cartons fine French

cons; velvets; velveteens; laces; 300 cartons fine French artificial flowers, etc.

Also, 100 cases ladies', misses', and children's hats and bopnets for fall sales. opnets for fall sales. Also, 350 lots Paris fancy goods and notions. MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale at No. 422 N. Ninth street.

THE ENTIRE HOUSEHOLD FURNITURE, CARPETS, Etc.
On Friday Morning,
October 15, at 10 o'clock. [10 5 8t]

BSOOTT'S ART GALLERY, No. 1020 CHESNUT ENGINES, MACHINERY, ETO,

PENN STEAM ENGINE AND
BOILER WORKS—NEAFIR & LEVY,
PRACTICAL AND THEORETICAL
RAD FINE FRACTICAL AND THEORETICAL
RAD FOR THE STEAM AS A CHINISTS, BOILERMARKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
Rivor Engines, bigh and low-pressure, Iron Boilers, Water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick Jespatch. Every description of patternmaking made at the shortest notice. High and Low-pressque Fine Tubular and Cylinder Bollers of the best Pennayivanis Charceal Iron. Forgings of all sizes and kinda,
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done as the PENN STEAM ENGINE AND Screw Chitching, and all other work done at the above business.

Drawings and specifications for all work done at the actablishment 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 provided with aboars, blocks, falls, etc. etc., for raising heavy weights.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA.

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines

for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc,

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Workshops, and

Railroad Stations, etc.

Railroad Stations, etc.
Retorts and Gas Machinery of the latest and most mproved construction.

Every description of Plantation Machinery, also, Every description of Plantation Machinery, also, ugar, Saw, and Grist Mills, Vacuum Pans, Officer Trains, Defecators, Filters, Pumping En-

Agents for N. Billeux's Sugar Boiling Appa ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ing Machines.

# GIRARD TUBE WORKS

JOHN H. MURPHY & BROS. Manufacturers of Wronght Iron Pipe, Etc. PHILADELPHIA, PA. WORKS, TWENTY-THIRD and FILBERT Streets.

OFFICE, No. 49 North FIFTH Street. COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Buck. Also, Paper Manufacturers Drier Feits, from thirty to seventy-six inches wide, Paulins, Basting, Sail Twine, etc.

103 CHUROH Street (City Stores)