Defoe and the Sources of the Nile From the Pall Mall Gazette.

Dr. Livingstone's late discoveries remind us of a paper in the Journal of the Bombay Branch of the Royal Asiatic Society for 1863 "On Recent Discovery in Eastern Africa, and "The Adventures of Captain Singleton," in in which the author drew attention to certain passages in Defoe's romance, which now more than ever seem to have anticipated the results of the travels of Burton, Speke, and Livingstone. The following are a few ertracts from these passages, the edition of Singleton's Adventures from which we quote being that of Edinburgh, 1810:-

Page 82.—Our aim was for the coast of Angola, which, by the charts we had, lying very near the same latitude we were then in, our course thither was due west; and as we were assured we should et with rivers, we doubted not but that by their p we might case our journey, especially if we ild find means to cross the great lake or inland of the sea, which the natives call Coalmecoa, out of which it is said the river Nile has its source or begin-ning; but we reckoned without our host, as you will

which is is said the river Affe has its source or begin-ning; but we reekoned without our host, as you will see in the sequel of our story. Tage 107.—In this manner the river carried us up, by our consputation, near '800 miles, and then it mar-rowed apace, and was not above as broad as the Thames is at Windsor, or thereabouts, and after another day, we came to a great waterfall or cata-ract, enough to frighten us, for I believe the whole body of water fell at once perpendicularly down a precipice above sixty feet high, which made noise uough to deprive men of their hearing, and we heard it above ten miles before we came to it. Page 118.—Our negroes towing our cances, we travelled at a considerable rate, and by our own ac-count could not go less than twenty or twenty-five English miles a day, and the river continuing to be much of the same breadth, and very deep all the way, till on the tenth day we came to another cata-ract; for a ridge of high hills crossing the whole channel of the river, the water came tumbling down the rocks from one stage to another in a strange manner; so that it was a continued link of cataracts from one to another, in the mapner of a casedee; from one to another, in the manner of a cascade; only that the falls were sometimes a quarter of a mile from one another, and the noise confused and frightful.

frightiel. We thought our voyaging was at a full stop now; but three of us, with a couple of our negroes, mounting the hills another way, to view the course of the river, we found a fair channel again after about half a mile's march, and that it was like to held us a good way further. So we set all hands to work, unloaded our cargo, and hauled our cances on shore to see if we could carry them.

They then got into a wilderness.

Page 141 .- It was the ninth day of our travel in his wilderness when we came to the view of a great

lake of water. Page 142.—The next day, which was the tenth from our setting out, we came to the edge of this lake, and, happily for us, we came to it at the south point of it, for to the north we could see no end of it; so we passed by it, and travelled three days by the side We passed by it, and travened three days by the side of it, which was a great comfort to us, because it lightened our burthen, there being no need to carry water when we had it in view. And yet, though here was so much water, we found but very little siteration in the desert: 10 trees, no grass or her-bage, except that thistle, as I called it, and two or three more plants, which we did not understand, of which the desert becau to be pretty fall

which the desert began to be pretty full. After about 1100 miles of their journey (page 150) : —We came to a river, which we saw from the hills, and which we called the Golden River; and we found it ran northward, which was the first stream we had met with that did so. It ran with a very rapid current, and our gunner, pulling out his map, assured me that this was either the river Nile, or ran into the great lake out of which the river Nile was said to take its beginning; and he brought out his charts and maps, which, by his instruction, I began to understand very well; and told mae he would convince me of it, and indeed he seemed to make it so plain to me that I was of the same

Page 170 -It was the 12th of October, or thereabouts, that we began to set forward; and, having an easy country to travel in, as well as to supply us with provisions, though still without inhabitants, we made more despatch, travelling sometimes, as we calculated it, twenty to twenty-five miles a day; nor did we halt anywhere in eleven days' march, one day excepted, which was to make a raft to carry us over excepted, which was to make a raft to carry us over a small river, which, having been swelled with the rains, was not yet quite down. When we were past this river, which, by the way, ran to the northward, coo, we found a great row of hills in our way. We saw, indeed, the county open to the right at a great distance; but, as we kept true to our course due west, we were not willing to go a great way out of our way, only to shun a few hills, so we advanced; but we were surprised when, being not quite come to the top, one of our company, who, with two negroes, was got up before us, cried out, "The sca! the sca!" and fell a-dancing and jumping as signs of joy. The gunner and I were most surprised at it, because we had but that morning been calculating that we were then that morning been calculating that we were then above 1000 miles from the seaside, and that we could not expect to reach it till another rainy season would be upon us, so that when our man cried out. "The

THE HOME OF THE BABIES.

Another Meeting at the New York Foundling Asylum-Six Babies Left in the Basket on a Single Night.

The meeting at the Founding Asylum on Wed-nesday was largely attended by the lovely and excellent ladies who compose the Foundling Aid Soclety, Punctually at 11 A. M. the silver bell counded, and the graceful and charming President swept into ber seal.

As Mrs. Fox did not grace the assembly with her presence, double duty devolved upon Mrs. Thebaud. But her jewelled fingers seemed equally at ease distributing needlework or handling the pen. She was dressed in the most exquisite taste. No plume ornamented her rich but simple hat of black velvet and lace. Her raven tresses, slightly crimped, were worn plainly banded, and untashionably smooth. The diamonds in her little shell-like cars were eclipsed by the flashes of her magnificent eyes. A lustreless black silk, with cunning little sidepockets, gave evidence that it had been designed for a business sult. She was assisted in her duties by Mrs. Terrence Donnelly, the Vice-President.

AN ACCEPTABLE GIFT.

Among the various donations received during the course of the morning, the most important was that of a sewing imachine from Wilcox & Gibbs, who accompanied the gift with the ser-vices of an operator to do work for the Asylum one day in each week. This was most thank-fully received, as it will relieve the ladies of a month of the sergreat deal of labor.

BABIES BY THE HUNDRED.

As the bables up to this time have been forced to take their daily airings in their nurses' arms, It was suggested that a number of baby car-riages should be secured by purchase or solici-tation. The necessity for renewed and continued efforts to support the institution was again urged, and the ladies were reminded that this asylum, unlike other charities whose bene ficiaries could aid in their support by their work, must always be a pure charity-bables being a dead expense, unable to do anything but cat and sleep. Besides, the supply seemed to be on the increase, thirty having been found in the basket crib since our last report. Up this time 236 have been found at the door. Six teen of these have been twins, eight pair.

It seems that the report of last week produced some beneficial results, no less than twenty dif-terent parties having called to ask if they might adopt "Little Grace." All were refused, however, as the Sisters feel the necessity of making and adhering to some definite rules on the subject before they can give up children for adoption.

SIX BABIES IN A LUMP.

Six children were left at the door on Monday night. The last arrival was a well-dressed carriage baby, who has been baptized with the name of Philomena. She is a pretty, fat, chubby little brunette, about three weeks old, and occu-pied the crib in the corner where a week ago we noticed "Little Grace." She has gone to fortable quarters on Staten Island, and the Sister in charge reported that she was doing well. The twins of last week are still at the asylum and thriving.

THE COLORED BABIES.

One of the little colored babies, a bright, intelligent but delicate looking child, was seated in one of the many little chairs provided for the children, playing with a baby's rattle and India rubber doll. The nurseries presented their usual neat and cheerful appearance.

A CONVERSATION WITH THE LADY PRESIDENT enables us to report that steps are being taken as promptly as possible to secure a house in the vicinity of the city for the surplus babies. She mentioned that the Coroner had sent word to the ladies that he should be forced to charge them five dollars a head for every baby found in the baskets, as they had materially interfered with his receipts in the way of fees, but one case of infanticide having come under his notice during the last month. "And," she added, with a heavenly smile, "we

have probably saved the lives of one hundred and fifteen.

Does not this charity speak for itself ? Faint as are the feeble walls from the basket crib of the Foundling Asylum, they are strong enough to reach the ear and thrill the heart of sympathetic humanity all over our great city .- N. Y. Sun.

HONORS TO ROYALTY.

The Reception to the Prince at Delmonico's. The famous six hundred of Balaklava have been eclipsed by the now immortal thirty-six of lankatian. Three dozen metropolitan magnates captured a live prince on Wednesday night, brought him in triumph to Fortress Delmonico, and for some hours subjected him to a bombardment of admiring eyes, an entire battery of compliments, a terpsichorean platoen, and a cross-fire of international music and international assurances of esteem and good will. The youthful scion of royalty stood the test bravely, however, and came out unscathed, save those unseen wounds which the winged god might inflict from the eves of his fair disciples. It was a comparatively quiet, enjoy ble, and to a great extent informal affair, and entirely free from snobbishness or abourd affectation of court etiquette. The prince of caterers surpassed himself on the occasion. The handsome ball, dining, and reception rooms on the second floor were decorated with extreme taste. Flowthe rarest kind were distributed ers of artistically, and constituted the sole orna-ments of the rooms set aside for the reception. No flags or hunting were to be seen, only those exquisite specimens of nature's handiwork. In the ball-room the orchestra was completely hidden by evergreens and exotics, and the large mirrors were encircled by trailing branches of the same. The supper table was a chaf denove of culinary art. The arms of America and England and various quaint and beautiful devices, with a temple of liberty, at-tested the skill of the confectioner. The service was the same that was made expressly for the Frince of Wales during his last visit here, and his coat-of-arms, with the motio "Ich dien," ap-The Prince arrived at 11 o'clock, having come direct from Mr. Morton's instead of visiting the Theatre Francais as was expected. Bernstein's band announced his arrival by playing the English pational anthem, and there was instantly a burz of expectant pleasure among the brilliant throng. At this time there were over 360 present, each of the famous thirty-six having been furnished with ten tickets for themselves and iends. There was no delay in the festivities, but as the orchestra pealed forth in a dashing galop his Royal Highness took the arm of Mrs. Cushing, of Boston, the niece of Mr. Moses H. Grinnell, and whirled her away in the mazes of the inspiring dance. His next terpsichorean expe-rience was with Mrs. Levi P. Morton, his fair hostess of the afternoon. This lady was ele-gantly attired in a garnet colored dress, enve-loped in a mist of white lace, with powdered hair and flashing diamonds. New York paid a compliment to her distin-guished visitor in which there was nothing of snobbishness or shoddy vulgarity and he seemed to appreciate the fact to the full est extent. There were no after supperspeeches, but informal general enjoyment.

DENNSYLVANIA CENTRAL RAILROAD APTER 6 P. M. SUNDAY, NOVEMBER 14, 1869. 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 be-fore its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sieping-car tlokets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE GPOT, VIX :--

RAILROAD LINES.

TRAINS LEAVE MPOT, VIL :-

Mail Train. 8'00 A. M. 1'10 and 6'50 P. M. Fast Line and Eric Express. 1150 / Harrisburg Accommodation. 230 / Lancaster Accommodation. 410 / Parkesburg Train. 530 / Cincinnati Express. 800 / Eric Mall and Pittsburg Express. 945 / Accommodation 1941 / 9.45 P. M 19.11 A. M

Market street.

TRAINS ARRIVS AT DEPOT, VIZ. :

	Cincinnati Express	1	1
-	Philadelphia Express		
.	Erie Mail		
1	Paolt Accommodation, 8-20 A. M., 3-40 and 6-25 P		
	Parkesburg Train	6	1
	Fast Line		
1	Lancaster Train		
2.1	Erie Express	2	1
2	Southern Express	•	1
	Lock Haven and Elmira Express	2	ļ
t	Pacific Express	4	l
•	Harrisburg Accommodation	۰.	1

by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

4 29 General Superintendent, Altoona, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad Street and Waahing ton avenue as follows:-Way Mail Train at \$50 A. M. (Sundays excepted for Baltimore, stopping at all regular station Connecting with Delaware Railroad at Wilmingto for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), fc Baltimore and Washington, stopping at Wilmington Ferryville, and Havre-de-Grace. Connects at Wil mington with train for New Castle. Express Train at 4200 P. M. (Sundays excepted), for Baltimore 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 11:50 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will

and Magnolia, ngers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington, Leave Philadelphia at 11:00 A. M., 2:20, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dein-ware Railroad for Marrington and intermediate

stations, Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 5:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted. stations.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia-Leave Baltimore

From Baltimore to Philadelphia-Leave Baltimore 725 A. M., Way Mall; 935 A. M., Express; 235 P. M., Express; 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-noita, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent.

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE from Philadelphia to the interior of Pennayi-vania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas 1869. -FOR NEW YORK. --THE CAMDEN ton Railroad Companies' lines from Philadelphia and Tren-New York and Way Pinces.

(upper side). (upper side). At 730 A. M., \$30, \$30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol. At 730 A. M., \$30 and 5 P. M. for Morrisville and Tullstown.

Tullytown. At 7:80 and 10:45 A. M., and 2:30, 5, and 6 P. M. for

At 11 30 P. M., Emigrant Line. Fare, \$2. At 7, 9 30, and 11 A. M., 1 20, 4, 6 45, and 19 P. M.,

At 7, 9-30, and 11 A. M., 4, 6-45, and 12 P. M. for

Bristol. At 19 P. M. (Night), for Morrisville, Tullvicwn, Schenck's, Eddington, Cornwell's, Torresodale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9-36 A. M., 6-35 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7:30 A. M. for Ningara Falis, Bunfalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Scianton, Stroudsburg, Water Gap, Schooley's Moun-

tain, etc. A. 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

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

TIME TABLE, On and after MONDAY, Nov. 22, 1969. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 946, 19, 11, 12 A. M., 9, 54, 34, 405, 425, 5, 54, 6, 64, 7, 8, 920, 10, 11, 19 M.

Leave Germantown at 6, 648, 75, 8, 820, 9, 10, 1040, 12 A. M., 1, 2, 3, 350, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 1040, 12 A.

11 P. M. The S 20 down train and S% and 5% up trains will

Leave Cresnit Hill at 7-20, 5, 9-40, 1140 A. M., 140, 3%, 5-40, 6-40, 8-40, and 10-40 P. M. ON SUNDAYS. Leave Fhiladelphia at 9-16 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and

for Trenton

tain, etc.

ROADS.

WINTER ARRANGEMENT

WINTER ARRANGEMENT Of Passenger Trains, December 20, 1809. Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:35 P. M.; arrives in Philadelphia at 9:35 P.M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegeove, Tamagua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Fittston, York, Carlisie, Chambersburg, Hagerstown, etc. Trenton. At 630, 5, and 16 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 630 and 10 A. M., 12 M., 338, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 3 P. M. for Riverton. The 1130 P. M. Line leaves Market Street Ferry, furner side)

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:50 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISEURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

At 7:80 and 10:45 A. M., and 2:30, 5, and 6 F. M. for Schenck's and Eddington. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 F. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Brideaburg, and Frankford, and at 8:30 F. M. for Holmesburg and intermediate stations. FROM WEST FHILADELFHA DEPOT. Via Connecting Ballway. At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 F. M. New York Express Lines, via Jersey City. Fare, 5:3:26. Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at \$30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Read ing and Columbia Rairoad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 645 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 910 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Potistown at 615 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Potaville at 546 A. M. and Reading at 730

Leaves Pottsville at 540 A. M. and Reading at 750 A. M., stopping at all way stations; arrives in Fhila-delphia at 10 20 A. M. Returning, leaves Philadelphia at 445 P. M.; ar-

rives in Reading at 740 P. M., and at Pottsville at 9:30 P. M.

P. M. Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottaville at 9 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2405 P. M., and Pottsville at 245 P. M., arriving at Phila-delphia at 645 P. M.

deiphia 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 6:35 P. M., arriving in Philadeiphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

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

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 750 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M. PERKIOMEN RAILROAD.

ROADS. FROM MARKET STREET FRABY (UPPER SIDE). At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mouat Holly. At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Mediord. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 5:06 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley con-nect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD. Passengers for M. Pleasant and intermediate points Mediord. At 7 and 10 A. M., 1, 3.30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithule, Ewansvile, Vincentown, Eirmingnam, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H. GATZMER, Agent.

COLEBROOK DALE RAILROAD, Passengers for Mt. Pleasant and intermediate points take the 750 A. M. and 400 F. M. trains from Philadel-phia, returning from Mt. Pleasant at 740 and 11400 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5400 P. M., passing Reading at 145 and 10405 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Emira, Baitifor Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.

urning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pitts

a Mail train for New York leaves Harrisburg at 8 Nail train for New York leaves Harrisburg at 8 10 A, M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M. not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

Leave Germantown at S.15 A. M., 1, 3, 6, and 9% M. CHESNUT HILL, RALLROAD.
 Leave Philadelphia at 0, 8, 10, 12 A. M., 2, 3%, 5%, 9 20, and 11 F. M.
 Leave Chesnut Hill at 7-10, S, 9-40, 11 40 A. M., 1-40, P. M.

N. M. M. and 200 F. M. Mail train for Harrisburg SCHUYLKILL VALLEY RAILROAD.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Fottsville at 6:20 and 11:30 A. M., and 6:50 F. M., returning from Tannaqua at 3:25 A. M., and 1:40 and 4:50 F. M.
 SCHUYLKILL AND SUSQUEHANNA RAHLROAD.
 Trains leave Anburn at 8:55 A. M. and 2:20 F. M.
 for Finegrove and Harrisburg, and at 12:10 noon for Finegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 5:40 F. M., from Brookside at 4:00 F. M., and from Tremont at 7:15 A. M. and 5:55 F. M.
 Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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 Canadas. Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Fhiladelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 625, 7, 7%, 850, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop st Mogee's, Potts' Landing, Domino, or Schur's lane. The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%,

RAILROAD LINES.

MARTIN BROTHERS, AUCTIONEERS No. 600 OHEBNUT Street, rear entrance from

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C. Col. The collection will be on FRRE EXHIBITION day and evoning until sale. 137 85

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 282 and 234 MARKET Street, comer of Bank street. Successors to John B. Myers & Co.

FIRST SPRING SALE OF CARPETINGS, RTO. On Friday Morning. February 4, at 11 o'clock, on four months' credit, about 200 pieces of popular makes of carpetings, embracing extra heavy double damask woellen Veuetians; extra heavy new patterns all wool ingrains, extra heavy worstad and wool ingrains; 84-inch twilled Reglish hemp carpet; superior quality cottage and rag carpets. 129.64

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, ETC., On Tuesday Morning, Feb. 8, at 10 o'clock, on four months' credit.

2 2 56

OPENING SPRING SALE OF BRITISH, FRENCH, GERMAN, AND DOMRSTIC DRY GOODS, On Thuraday Morning. February 10, at 10 o'clock, on four months' credit. 236t

THOMAS EIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 114 OHRSNUT Street, rear entrance No. 11.7 Samson street.

ARD COMMINSTORY BUTCHIARIS, 00. 1116
 CHRENUT Street, rear entrance No. 1175 Samson street.
 LARGE SALF OF HOUSEHOLD FUENTURIS, CARPETS, MIRRORS, PAINTINGS, CHINA, GLASSWARE, STOVES, ETC.
 At 9 o'clock, at the Auction Store, No. 110 Chesnut street, comprising elegant Brussels, tapestry, ingrain and Venetias carpets, paror suits of walnut furniture, finished in ell, with pinsh and terry covers, walnut chamber suits, wardrobes, eak and walnut sideboards, extension dining tables, secretaries and beekcases, library chairs and tables, oak and walnut sideboards, extension dining tables, oak and walnut sideboards, extension dining tables, oak and walnut sideboards, extension dining tables, pring and hair mattreases, cottage suits of cham-ber furniture, hat racks, etc.
 PIANO FORTERS, ETC.-One superior square grand resewood plane forte, made by Hallett & Davis.
 Des melodeen and one cabinet organ.
 FRENCH FLATE MIRROR. One superior square for an effective inches, one 66 by 32 inches.
 Ato BES" TURS.-Also, an invoice of elegant furs for lables, related by 32 inches.
 AND FORTERS. ETC.
 MARE AND TABLE OUT.
 LTRY.-An invoice of fine English plated ware and table cutlers.

table cutlery. LATBE, ETU.-Also, one foot lathe, one model steam engine, two mugic lanteras, one plumber's force pump, one hotel mangle, etc. 213t

NO. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furni-

The safe of Furniture at the Anction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday. For particulars see Public Ledger. N. E.- A superior class of Furniture at private sale.

M. THOMAS & SONS, NOS. 139 AND 161 S. FOURTH STREET.

CONT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. No. H17 CHEBNUT Street. (Girard Row).

C. D. MCCLEES & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, [11 24 5 No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 840 MARKET Street.

WANTS.

TO THE WORKING CLASS. -- We are now pro-pared to furnish all classes with constant suppor-ment at home, the whole of the time or for the spare moments. Business new, light, and profitable. Persons

GROCERIES AND PROVISIONS.

DAVIS' CELEBRATED HAMS.

JUST RECEIVED.

MICHAEL MEAGHER & CO.

No. 223 South SIXTEENTH Street,

Wholesale and Retail Dealers in

PROVISIONS, OYSTERS AND TERRAPINS.

ALBERT C. ROBERTS,

Corner ELEVENTH and VINE Streets.

Dealer in Fine Groceries,

A. MCCLELLAND, AUCTIONEER,

T.

11 75

be upon us, so that when our man cried out, "The mea," the gunner was angry, and said he was mad. But we were both in the greatest surprise imagin-able, when, coming to the top of the hill, and though it was very high, we saw nothing but water, either before us, or to the right hand or the left, being a vast sea, without any bound but the horizon. We went down the hill, full of confusion of thought, not being able to conceive whereabouts we were, or what it must be, seeing by all our charts the sen was yet a vast way-off. yet a vast way.off.

yet a vast way, off. It was not above three miles from the hills before we came to the shore, or water-edge of the sea, and there, to our further surprise, we found the water fresh and pleasant to drink; so that, in short, we knew not what course to take. The sea, as we thought it to be, put a full stop to our journey (I mean westward), for it lay just in the way. Our next question was, which hand to turn to -to the right or the left; but this was soon resolved; for, as we knew not the extent of it, we considered that our way, if it had been the sea really, must be to the way, if it had been the sea really, must be to the morth; and therefore if we went to the south now, it must be just so much out of our way at last, so, having spent a good part of the day in our surprise at the thing, and consulting what to do, we set forward to the south.

We travelled upon the shore of this sea full twenty-three days before we could come to any resolution about what it was; at the end of which, early one morning, one of our seamen cried out, "Land!" and it was no false alarm, for we saw plainly the tops of some hills at a very great dis-tance, on the further side of the water, due west; but though this satisfied us that it was not the ocean, but an inland sea or lake, yet we saw no land to the northward, that is to say, no end of it; but were obliged to travel eight days more, and near one hundred miles further, before we came to the end of it, and then we found this take or sea ended end of it, and then we found this lake or sea ended in a very great river, which ran north or north-by-east, as the other river had done, which I mertloned before. My friend the gunner, upon examining, said that he believed that he was mistaken before, and that this was the river Nile, but was still of the mind that we were of before, that we should not think of a voyage into Egypt that way; so we ra-solved upon croasing this river, which, however, was not so easy as before, the river being very rapid, and the channel very broad.

They then made for the Congo river, but were stopped by another great lake.

Page 175.—At last we began to inquire our way, pointing to the west. They made us understand essily that we could not go that way, but they pointed to us that we might go northwest, so that we presently understood that there was another take in our way, which proved to be true; for in two days more we saw it plain, and it held us till we passed the equinoctial line, lying all the way on our left hand, though at a great distance. Page 181.—Upon these considerations he advised na that as soon as we had passed this lake, we

Page 181.-Upon tasks considerations us advised us that, as soon as we had passed this lake, we should proceed W. S. W., that is to say, a little in-clining to the south, and that in time we should meet with the great river Congo, from whence the coast is called Congo, being a little north of Angola, where we intended at first to go. Page 185.-But we had not marched above twelve days merge clock where the rounding

days more, eight whereof were taken up in rounding the lake, and four more southwest, in order to make for the river Congo, but we were put to another full stop by entering a country so desolate, so frightful,

that they turned towards the N.W. and at last came to the River Niger and the Gold Coast.

The author of the paper says that these remarkable passages—made still more remark-able by Livingstone's last letter—were first pointed out to him by Sir Bartle Frere.

-The Copenhagen Dagstelegraphen states that a photolithographer lately surprised the direct-ors of the National Bank by presenting them with a packet of notes made by himself, which so exactly resembled the current paper money of the realm that none of the officials could dis-tinguish the difference. He also assured them he was able to conv the points of every other he was able to copy the notes of every other country with exactitude. Astonished, and anything but pleased with the discovery, the authorities of the bank requested him to invent some form of paper money which cannot be thus imi-tated. He has promised to do his best, but his success is doubtful.

-Commodore Vanderbilt is an attentive reader of the Bible. While perusing the good book he found, in the 30th chapter of Genesis, an account of the first stock-watering specula-tion, when Jacob got rich watering his Uncle Laban's stock.

COTTON SAIL DUCK AND CANVAS. COTTON SAIL DUCK AND CARVAS, and Wagon-cover Duck. Also, Faper Manufacturers' Drier Felts, from thirty to seventy six inches, with Paulins, Belting, Sail Twine, stc. JOHN W. EVERMAN, 165 OHUBCH Street (Oity Stores.

SAMUEL SMITH & CO., No. 4 S, SEVENTH Street, STEAM AND GAS FITTERS AND PLUMEERS, Tabe, Fittings, sud BrassWork constantly

All work promptly attended to. Galvanized Tube for Cemetery Lots furnished. 11

JOHN FARNUM & CO., COMMISSION MER, chants and Manufacturers of Conestogs Ticking, etc. No. 255 OHESNUT Street, Philadelphia 41 what

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Philadelphia, Baltimore Central, and Chester Creek Rallroads:-Leave PHILADELPHIA for POET DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Ralroad Company, corner Broad and Washington avenue, at 7. A. and 4:30 P. M. A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2:30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 5:40 A. M., 9:25 A. M., and 2:25 P. M. On Saturday the 2:25 P. M. train will leave at 4:30 P. M. Passengers are allowed to take wearing apparel

P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be respon-sible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,

111

121 11

President and General Superintendent.

GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO

NEW ORLEANS, MEMPHIS, NASHVILLE, AT-TANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at furnished at

721 CHESNUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphia

SHIPPER'S GUIDE.

1870.

IMPORTANT TO SHIPPERS.

ALL RAIL FREIGHT LINE

BETWEEN

Philadephia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilming ton and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and Southwest will be transported, ALL RAIL. No change of cars between Philadelphia and Columbus.

Cincinnati, Indianapolis, Ohicago, or St. Louis. Special attention will be given to the prompt and rapid

transportation of first and second class goods. Rates furnished and Through Bills Lading given at the

Office,

No. 44 South FIFTH Street.

Freight received daily until 6 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Railroad Company,

Cor. Washington Av. and Swanson St. JOHN S. WILSON,

Gen. Th. Frt. Agt. P. W. & B. R. R. Co. JAMES C. WILSON, Agent Baltimore and Ohio R. R. Co.

N. B .- On and after MONDAY, January 10, the rates to all points via Baltimore and Ohio routs will be the same via Canal to Baltimore as by the Bail line. 18 Imrp

PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!-WALL PAPERS oneapest in the city at JOHNSTON'S Depot, No. 1655 SPRING GARDEN Street, below Rieventh. Branch, No. 5 /7 FEDERAL Street, Canden, New Jersey. 255 O R N E X C H A N G E BAG MANUFACTORY, JOHN T. BAILEY, N. E. corper of MARKET and WATER Streets, Philedephia. C DEALER IN BAGS AND BAGGING

Of every description, for Grain, Flour, Salt, Super-Phosphate of Lims, Bon Dust, Etc. Large and small GUNNY RAGS constantly on hand. Esi also, WOOL SACKS.

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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. dis-

between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, between 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-

twelve months, for holders only, to all points, at re-duced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCULISION 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. MALS 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.

for the principal stations only at 215 P. M. FREIGHT TRAINS leave Philadelphia dal'y at 455 A. M., 1230 noon, 5 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE -- Dungan's Express will collect bag-gage for all trains leaving Phi adelphia Depot, Orders can be left at No. 225 South FOURTH Street, or at the Depot, THINTEENTH and CALLOWHILL Streets.

Streets. W EST CHESTER AND PHILADELPHIA Leave Philadelphia from New Depot, THIRTY, FIRST and CHESNUT Streets, 745 A. M., 11:00 A. M., 2:20 P. M., 4:16 P. M., 4:30 P. M., 6:15 and 11:30 P. M. Leave West Chester from Depot, on East Markot street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., and 6:55 P. M. Train leaving West Chester at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:40 P. M. will stop at Me-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:45 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 4:40 P. M., and will change cars at B. C. Junction.

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 The cars of both lines connect with each train upon its arrival.

Inival. ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M. and 2 00 P. M. Leave West Chester for Philadelphia at 755 A. M. and 4 00 P. M. WILLIAM C. WHEELER, 4 108 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.-WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West EASTWARD.

FOR MANAYUNK. Leave Philadeiphia at 6, 7%, 9, and 11:05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8:05, 10:055, and 11% P. M. Leave Manayunk at 6:10, 6:55, 7%, 9:10, 9:20, and 11% A. M., 2, 5%, 5, 6%, 8:30, and 10 P. M. ON SUNDAYS. Leave Philadeiphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. PLYMOUTH RAILROAD. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Philadeiphia at 7% A. M., 4% P. M. Leave Nason, General Superintendent, Depot, NINTH and GREEN Streets. Depot, NINTH and GREEN Streets.

ment at home, the whole of the time or for the spars moments. Business new, light, and profitable. Persons of either sex easily earn from 50c, to \$5 per evening, and a proportional sum by devoting their whole time to the business. Boys and gir s carn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer:-To such as are not well satisfied, we will send \$1 to pay for the trouble of writing. Full particulars, a valuable sam-ple, which will do to commence work on, and a copy of *The People's Literary Companion*-one of the largest and beat family nowspapers published-all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., Augusta, Maine. 116 3m NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, EUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LLAKES, AND THE DOMINION OF CANADA. CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

BERKS and AMERICAN Streets, (Sundays ex-cepted), as follows:--At 8'00 A. M. (Express) for Bethlehem, Allentown, Mauch Churk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitt.ton, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 9'45 A. M. (Express) for Bethlehem, Raston, Alentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Hailroads. At 1'45 F. M. (Express) for Bethlehem, Raston, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

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 7:30 and 10:45 A. M., and 11:30 P. M. For Abington at 1:15, 5:30, and S. P. M. For Lansdele at 6:20 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Denot.

Depot. TRAINS ARRIVE IN PHILADELPHIA. From Devicestown at 8 35 A. M., 215, 440, and 8 35 P.M. From Doylestown at 8 35 A. M., 430 and 705 P. M From Lansdale at 7 30 A. M. From Fort Washington at 9 25, 10 35 A. M., and to P. M.

Prom Abington at 235, 645, and 220 P. M. From Abington at 235, 645, and 220 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 930 A. M.

Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 700 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. 11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869. Leave Philadelphia, foot of Market street (Upper

Ferry), at
Ferry), at
S'16 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-tions.
S'15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.
S'30 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations.
S'30 P. M., Woodbury, Glassboro, and Clayton ac-commediation.

commodation. Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 235 South DELAWARE Aver

Commutation tickets at reduced rates between Philadelphia and all stations. EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.) Leave Philadelphia, 8'15 A. M. Leave Cape May, 1'10 P. M. WM. J. SEWELL, Superintendent. WM. J. SEWELL, Superintendent. 9 20 September 16, 1869

A LEXANDER G. CATTELL& CO FRODUCE COMMISSION MERCHANTS, No. 54 ROETH WHARVES No. 27 NORTH WATER STREET, No. 27 NORTH WATER STREET, No. 27 NORTH WATER STREET, ALELANDER G CATTELL, ELMAN CATTELL,

Stabler's Extra Canned CORN. " PEAS. " PEACHES. Maryland Canzed TOMATORS. Extra Canzed ASPARAGUS. 235 ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MARERS, BLACKSMITHS, and FOUNDERS, having ELACKSMITHS, and FOUNDERS, having PENN STEAM ENGINE AND MARCES, BLACKSMITTIS, and FOUNDERS, having for many years been in successful operation, and been ex-clusively engaged in building and repairing Marins and River Engines, high and low pressure, fron Hollern, Water Tanks, Propellers, etc. etc., respectfully offer their ser-vices 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 despatch. Every description of patterns making made at the shortest notice. High and Low pres-sure Fine Tubular and Cylinder Boilers of the best Penn-sjvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brasz Cashings of all descriptions. Roll Turning Serew Cutting, and all other work connected with the above business. Drawings and specifications for all work done at ths establishment free of charge, and work guaranteed. To subscribers have ample wharf dock room for romain of beats, where they can lie in perfect safety, and are pro-vided with shears, blocks, falls, etc. site., for making heavy or light weights. ALCOB C. NEAFIE.

or light weights.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA. MERRICK & SONS 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

improved construction. Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oll Steam Trains, Defecators, Filters, Pumping En-

rines, etc. Sole Agents for N. Billeux's Sugar Boling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Brain-ter Machines. (205

GIRARD TUBE WORKS.

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

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WWENTY-THIRD and FILBERT Strepts.

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JET GOODS, NEWEST STYLES, DIXON'S,

ETRENS IN EDITION " BELLEVY BY LEVELAND COM

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OFFICE,

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ing Machines.