Sir Jonah Barrington is a sort of "Brum nagem" Herodotus, and, if not equal to the chagem" Herodotus, and, if not equal to the great Greek in picturesque eloquence or decriptive charm, is more than his match in aventive power. His "Memoir"—bating hat small quality of truthfulness—is, however, amusing. It is true, in his account of rish extravagance and reckless living, it would have been hard for him to err on the ore of exaggeration. The social condition of Ireland, at the time he speaks of, was one f unbridled license, and any eccentricity of conduct was pardonable if it only contained some humoristic ingredient or some droll situation. He makes, however, at times, very high pretensions to morality himself, and takes a stand in censuring the habits of the day, which, if we could only suspect him to be serious, would be simply gross hypo-brisy; and there is a story told of him which he has not included in his memoria, which is fully as indicative of the habits of ais day as anything recorded in that veracious

Sir Jonah, though a Judge of the Admirality lourt, and in receipt of a very fair income, had contrived, by the liberal use of a great variety of vices, to embarrass himself to that extent that he was reduced, as a last resource, to make terms for his retirement from office, and escape to the Continent, where he could live unmolested by creditors and untortured by duns.

To do this empty-handed was, however, no part of his plan; and to evacuate the fortress with bag and baggage was a matter which required some address. It chanced that in some noment of unusual pressure Sir Jonah had peen reduced to pawn all his plate-of which he had a considerable quantity-some being of family origin, and, consequently, especi-ally dear to a nature so impressed with a feudal regard for ancestry, and a very feudal con-

tempt for common honesty.

This plate had been confided to the keeping of a certain well-known pawnbroker called Dan Malone, a man of some wealth, but chiefly celebrated for the hardness of his bargains and a most miserly disposition. He was a dry, laconic, ill-natured old fellow, with whom few but the poorest people ever dealt, for, be it remembered, men and women of cendition at that period were not above resorting to the pawnbroker's in their moments of pressing necessity. Dan's for-bidding exterior and coarse manners, however, excluded him completely from this walk of business, and limited him to clients of the humblest order.

Whether for greater secrecy in the trans-action, or for some other motive unexplained, is not easy to conjecture, but it was to this man that Barrington resorted in his emergency. The plate was pledged for some hundred pounds, which he could not now command, and he was very unwilling to quit the country, and forfeit—as he should do-such a valuable deposit.

He had already made arrangements for a little farewell dinner to some ten or twelve of his most intimate friends, amongst whom were a Bishop of Waterford and a Chief Jus-tice of the Common Pleas. There was also a peer-I believe Lord Granard-and three or four were men high at the "Bar," and already looking to the "Bench." It is important to bear in mind the rank and social standing of the company to understand-what, indeed, is the chief portee of the anecdote-the social morality of the day. To these choice friends he communicated his plan of action and obtained their pledge of concurrence and sup-

This done, he repaired to Malone's house, which stood in an obscure part of the town called "Smock Alley." "Dan," said he, gaily, as he entered, "don't look glum at me, old boy, I'm not come to ask a 'long day' for the interest, or try to squeeze a ten-pound note out of you; it's another errand brings me ere are two or three old frie mine—Chief Justice Fitzgerald and Dr. Mar-ley, Bishop of Waterford, amongst them who have a great desire to make your acquaintance. They have heard of your quaint dry humor, your sly drollery, and that admirable gravity which you preserve in your funniest sallies; and they asked me to make up a little dinner and include you in the company. I hope you'll not refuse me; our day is Thursday next; promise now, like a good fellow, you'll be one of us."

Overwhelmed at first by such an honor, Malone no sooner recovered himself than he declined the invitation, and explained how impossible it would be for a man in his station, and with his habits, to mix in such company. He was equally prompt, too, in dis-claiming the very slightest pretension to the qualities of wit and humor ascribed to him.

"Come, come," said Barrington, "you may refuse our society, if you will. You may say you'll not know us, and I can't help it; but I'll be shot if you shall do it on the plea that I have mistaken your talents or misled my friends on the subject of them. Why, man, I never come over here for a talk with you that I don't carry away some dry bits of Irish humor, some quaint morsel of native drollery, that makes the fortune of the next time I dine out. You forget, Dan, that you see a great deal of life; that such men as Lord Granard and Tom Conolly know nothing about you, perceive nothing strange, nothing odd, in these varieties of character; but they are all new and interesting to others, and every remark you make upon them has its priceless value besides."

By a great deal of flattery, and by the use of persuasion which never had the appearance of persuasion, Sir Jonah at last gained over the old fellow, and it was agreed that he should find himself in Henrietta street at 6 o'clock on the following Thursday.

"By the way," said Sir Jonah, as he reached the door, "it just occurs to me you have got some plate of mine—some of the old Bar-

rington silver, haven't you?" "Yes, Sir Jonah," said Dan, with a suspectful glance of the eye.

"It will look strange in celebrating a family anniversary—it is my father's birthday—if I receive my friends without my hereditary plate. I'll tell you what you can do for me, Dan: let your people take over the dishes and the other things to Henrietta street, and, when the dinner is over, repack, and bring them back here. You have confidential fellows, haven't you?"

"Ay, Sir Jonah, I have," was the dry reply, without, however, other sign of concurrence. "You see no objection to the arrangement,

"Well, indeed, I don't know; I don't know what to say!"

"You say yes, or you say no, Mr. Malone," said Barrington, proudly: "but in either case I have the honor of your company."

This stroke of injured dignity did the business, and Malone at once said, "It shall be as you wish, Sir Jonah. I'll do it."

The guests had got their "oue," and from the moment that Malone appeared in the drawing-room he was met with a cordiality and a warmth that actually delighted him.
Each, in turn, shook him by the hand, expressing the pleasure they had in making his acquaintance. At dinner they grew more

gracious still, and, cautious and guarded as he was to keep a watch on his tongue, and say as little as he could in such company, so successful was he every time he opened his lips, and so well received was his very slightest remark, that he found himself talking away at last as freely as amongst his equals; and when, as the evening wore on, he heard the Bishop, and more still, the Earl, address him as "Malone," he knew no Earl, address him as "Malone," he knew no bound to his delight. Nor was it alone with wine he was plied; flatteries to the full as intoxicating poured in upon him from every side. His opinion was asked on questions of political importance, and his very common-place remarks received like words of wisplace remarks received like words of wis-dom. So successfully was all this done, and so assiduously was the bottle circulated, that by eleven o'clock, when the Chief Justice had risen to propose his health, Malone heard but a very small portion of the panegyric, and quietly glided from his seat and disappeared under the table before the cheers had ceased to ring over him. to ring over him.

Barrington bent down to assure himself that the unconsciousness was complete, and then hastily went over and rung the bell. "How are Mr. Malone's men, Michael?"
"Very drunk, Sir Jonah," said the butler.

"Can they speak? can they see?" "No, Sir Jorah, nor stand either! They're insensible since 10 o'clock!'

Now, then, my lords and gentlemen, let me beg you to lend us a hand to pack the plate. It's all in the next room; and we must be expeditious, for the tide serves at half-

And with that the high dignitaries set to work with a will, and in less than an hour Sir Jonah was on his way to the Skerries, where a fishing-smack lay awaiting him, and with a spanking breeze he sailed, plate and all, for France, leaving Ireland never to return to it.

As for Malone, when by any accident he came to be confronted by any of the guests of that entertainment, he found himself so utterly ignored and unrecognized that he went to his grave analysis to see the found himself. to his grave unable to say how far his memory of the event was correct, or how far he was the dupe of his own imagination.

RAILROAD LINES. TENNSYLVANIA CENTRAL RAILROAD

AFTER S 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 before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and 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.

Mail Train. 8-00 A. M.
Paoil Accommodatic 10-20 A. M., 1-10 and 6-50 P. M.
Fast Line and Eric Express. 11-50 A. M.
Harrisburg Accommodation. 2-30 P. M.
Lancaster Accommodation. 4-10 P. M.
Parkesburg Train. 5-30 P. M.
Cincinnati Express. 8-00 P. M.
Cincinnati Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Padific Express. 12-00 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Sunday. All other trains daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 115 Market street. TRAINS LEAVE SPOT, VIE. :--

 
 Market street.

 TRAINS ARRIVE AT DEFOT, VIZ.:

 Cincinnati Express.
 3-10 A. M.

 Philadeiphia Express.
 6-30 A. M.

 Erie Mail.
 6-30 A. M.

 Paparkesburg Train
 9-40 A. M.

 Fast Line.
 9-46 A. M.

 Lancaster Train
 12-55 P. M.

 Erie Express
 12-55 P. M.
 Lancaster Trail. 12 55 P. M.
Erie Express 12 55 P. M.
Southern Express 7 00 P. M.
Lock Haven and Elmira Express 7 00 P. M.
Pacific Express 425 P. M.
Harrisburg Accommodation 9 56 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.

No. 901 CHESNUT Street FRANCIS FUNK; Ticket Agent, No. 116 MARKET Street, BAMUEL H. WALLACE,

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. by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoons, Pa. PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing

will leave Depot corner Broad street and Washing ton avenue as follows:

Way Mail Train at 5:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations 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 Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, 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, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 1900 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 Delaware Railroad for Harrington and intermediate

stations.

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. Train from Wilmington runs dally; all other Accommodation Trains standays excepted.

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

From Baltimore to Philadelphia—Leave Baltim From Baltimore to Philadelphia—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

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 Hailroads:—
Leave PHILADELPHIA for PORT DRPOSIT from Leave PHILADELPHIA for PORT DEPOSIT from
Depot of Philadelphia, Wilmington, and Baltimore
Raliroad Company, corner Broad and Washington
avenue, at 7 A. M. 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
040 A. M., 9 25 A. M., and 9 25 P. M.
On Saturday the 9 25 P. M. train will leave at 4 30
P. M.
Passengers are allowed to take wearing apparent

P. M.

Passengers are allowed to take wearing appropriate only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless special contract is made for the same.

HENRY WOOD,

111 President and General Superint GREAT SOUTHERN MAIL ONLY ALL RAIL LINE TO

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

721 CHESFUT Street, Masonic Hall, G. RENTON THOMPSON, Gen. Agent for Philadelphi

RAILROAD LINES.

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

PROM WALKUT STARRY WHARP.

At 8-30 A. M., via Camden and Amboy Accom... \$2.55

At 8 A. M., via Camden and Amboy Express... \$2.00

At 8 P. M., via Camden and Amboy Express... \$2.00

At 8 P. M., for Amboy and intermediate stations.

At 8-30 and 8 A. M. and 2 P. M., for Freehold.

At 8-30 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 18 M., 2, 2.20, and 4.30 P. M., for Trenton. Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30 F. M., 10c Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 8, 7, and 11:30 P. M. for Bordentown, Florence, Burtington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:36, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 3 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. Une leaves Market Street Ferry, (upper side).

(upper side).

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 43:25.

3 25. At 11 30 P. M., Emigrant Line. Fare, \$2. At 7, 9 30, and 11 A. M., 1 30, 4, 6 45, and 19 P. M., At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresonie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILHOAD LINES.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scrauton, Stroudsburg, Water Gap, Schooley's Mounscranton, Stronascurg, water cap, Schooley S. Lain, 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
Mauch 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-

PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARKET STREET FERRY (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 Moust Holly.

At 7 A. M., 2·15 and 6·30 P. M. for Lamberton and Medical. at 7 and 10 A. M., 1, 8:30, and 5 P. M., for mithville, Ewansville, Vincentown, Birmingham, Smithvine, Ewalishine, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA. GERMANTOWN, AND NOR-RISTOWN RAILROAD.

On and after MONDAY, Nov. 22, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M., 1, 2, 3%, 3%, 4-05, 4-25, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11, 12 P. M. P. M.
Leave Germantown at 6, 6.55, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 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.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

P. M.

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

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 920, and 11 F. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3%, 5:40, 6:40, 8:40, and 10:30 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:00 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4, 4%, 5%, 6%, 8:05, 10:05, and 11%, P. M.

Leave Norristown at 5:40, 6:25, 7, 7%, 8:50, and 11

A. M., 1%, 3, 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 lane.

The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

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

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

Leave Norristown at 7 A. M., 1,5%, and 9 P. M.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown at 7 A. M., 1, 5½, and 9 P. M. FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11-05 A. M., 1½, 8, 4, 4½, 5½, 6½, 8-05, 10-05, and 11½ P. M. Leave Manayunk at 6-10, 6-55, 7½, 8-10, 9-20, and 11½ A. M., 2, 8½, 5, 6½, 8-30, and 10 P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M. 2½ A and 7½ P. M. Leave Philadelphia at 9 A. M. 2½ A and 7½ P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.
Leave Plymouth, 6% A. M., 4% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT. Takes effect November 22, 1869.
Foorteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—
At 8:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo,

connection with the ERIE RAILWAY for Buffalo, Nisgara Falls, Rochester, Cieveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hayleton. Hazleton.
At 5 00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 7.30 and 10.45 A. M., and 11:30 P. M.

For Abington at 1:15, 5:20, and S. P. M.

For Lansdele at 6:30 P. M.

Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

Depot TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 2 15, 4 46, and 8 25 P.M.
From Doylestown at 8 25 A. M., 4 20 and 7 05 P. M.
From Lansdale at 7 30 A. M.
From Fort Washington at 9 25, 10 25 A. M., and

S-10 P. M.
From Abington at 2-35, 6-45, an. 2-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.

11 1 RLLIS CLARK, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1966.
Leave Philadelphia, foot of Market street (Upper Ferry), at Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate sta-

tions.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

8-10 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5-30 P. M., Woodbury, Glassboro, and Clayton accommodation. commodation.
Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 South DELAWARE Avenue.
Commutation tickets at reduced rates between

Commutation detects 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.

September 16, 1869

A LEXANDER G. CATTELL& CO FRODUCE COMMISSION MERCHANTS. NO. S NORTH WATER STREET, PHILADELPHIA ALKIANDER G CATTERS.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennayl-vania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Oanadas.

WINTER ARRANGEMENT

Of Passenger Trains, December 99, 1868.

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 Reading at 6-25 P. M.; arrives in Philadelphia at 9-25 P. M.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegaove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pitiston, York, Carlinie, Chambersburg, Hagerstown, etc.

The T-30 A. M. train connects at RRADING 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 HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

thumberland, Williamsport, York, Chambersourg, Pinegrove, etc.

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

POTTSTOWN ACCOMMODATION. POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 910 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 540 A. M. and Reading at 750 A. M., stopping at all way stations; arrives in Philadelphia at 1020 A. M. Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 9:30

P. M.
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 2-05
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 Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia 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 Philadelphia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 8 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., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:35 and 5:15 P. M.
PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Plassant and intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

etc. orning Express train leaves Harrisburg on ar Returning express train leaves narrisourg on arrival of Pennsylvania Express from Pittsburg at 5:25 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-

these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHROAD.

Trains leave Auburn at 8:35 A. M. and 3:40 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:06 P. M.

TICKETS.

Through first class tickets and emigrant tickets to he principal points in the North and West and adas.

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

Reading and Total reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount between any points desired for ferrilles. between any points desired, and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and

firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4-25 A. M., 12-30 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

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

WEST CHESTER AND PHILADRLPHIA
RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11:00 A. M.,
2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:20 P. M.
Leave West Chester from Depot, on East Market
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 Media;
leaving Philadelphia at 4:40 P. M. will stop at Media;
leaving Philadelphia at 4:40 P. M. will stop at Media;
leaving Philadelphia at 4:40 P. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4:40 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 upon its
arrival.
ON SUNDAYS.

ON SUNDAYS. Leave Philadelphia for West Chester at 8-30 A. M.

and 200 P. M. Leave West Chester for Philadelphia at 755 A. M. and 400 P. M. WILLIAM C. WHERLER, 4 109

Williamsport 900 P. M.
BILMIRA MAIL leaves Philadelphia 750 A. M.
Wikiamsport 600 P. M.
arrives at Lock Haven 750 P. M.
RASTWARD ELMIRA MAIL leaves Lock Haven 890 A.

Williamsport 890 A.

Williamsport 890 A.

Williamsport 800 A.

" Williamsport...
" arrives at Philadelphia.
BUFFALO EXP. leaves Williamsport...
" Harrisburg...
" arrives at Philadelphia... Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L TYLER, General Superintendent.

LORILLARD STEAMSHIP LINE POR

NEW YORK. BUNNING REQULARLY EVERY TUESDAY, THURS DAY, AND SATURDAY, AT NOON, would call attention of shippers to this

SPECIAL NOTICE. Great Reduction of Rates.

On opening of Spring Navigation the steamers of this line will run DAILY, at 5 cents per 100 lbs. 3 cents per foot, or 36 cent per gallon, ship's option.

No. 19 NORTH WHARVES. N. B.-Extra rates on small packages iron, metals; etc.

FOR LIVERPOOL AND Steamers are appointed to sail as follows:

Etns, via Halifax, Tuesday, Fob. 8, at 11 A. M. Oity of Washington, Saturday, Feb. 12, 1 P. M. Oity of Washington, Saturday, Feb. 19, at 8 A. M. Oity of New York, via Halifax, Tuesday, Feb. 22, 10 A. M. Oity of Paris, Saturday, Feb. 28, at 1 P. M. Oity of Paris, Saturday, Feb. 28, at 1 P. M. And esch succeeding Saturday and Jahranate Tuesday, from Pier 45, North River.

RATES OF PASSAGE.

EX THE MAIL STRAMER BAILING EVERY SATURDAY.

FASHAGE BY THE TUESDAY STEAMER, VIA HALIPAL FIRBIT CABEN.

Payable in Gold.

Liverpool.

S80 Liverpool.

Halifax.

Molding Halifax.

St. John's, N. F., 45 St. John's, N. F., 18 St. John's, N. F., 45 St. John's, N. F., 18 St. John's, N. F., 19 Fashed Steamer., 40 by Branch Steamer.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
COMPANY'S MAIL STRAMSHIPS
BETWEEN NEW YORK AND HAVRE, CALLING AT
BREST.
The splendid new vessels on this favorite route for the
Continent will sail from Pior No. 89, North river, every
Saturday.

PRICE OF PASSAGE

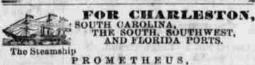
NORTH GERMAN LLOYD.—
STEAM BETWEEN NEW YORK AND
PLEMEN, VIA SOUTHAMPTON.
THE SCREW STEAMERS OF THE NORTH
ORIGINAL LLOYD FUR FROM THE NORTH ORIGINAL LLOYD FUR FROM SOUTHAMPTON.
FROM BRUMEN.
FROM BRUMEN.
FROM BRUMEN.
FROM BRUMEN.
FROM BOUTHAMPTON.
EVERY SATURDAY
FROM SOUTHAMPTON.
EVERY SATURDAY
FROM NEW YORK.
EVERY TUESDAY
FIRST Cabin, \$120; Second Cabin, \$72; Steerage, \$30; Gold.
First Cabin, \$120; Second Cabin, \$72; Steerage, \$40, Gold.
These vessels take Freight to London and Hull, for which through bills of lading are signed.
An experienced surgeon is attached to each vessel.
All letters must pass through the Post Office.
No Bills of Lading but those of the Company will be signed. Bills of Lading but those of the Company will be signed.
Bills of Lading but those of the Company will be signed.
Specie taken to Havre, Southampton, and Bremen at the lowest rates.
For freight or passage apply to
OKLRIOMS & CO.
1171
No. 68 BROAD Street, N. Y.

PHILADELPHIA, RICHMOND,

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST.
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET At noon, from FIRST WHARF above MARKET Street.

Third Countries of the control of

transfer.
Steamships insured at the lowest rates.
Freight received daily. Freight received daily.
WILLIAM P. CLYDE & CO.
No. 12 S. WHARVES and Pier I N. WHARVES. W. F. PORTER, Agent at Richmond and Oit T. P. GROWELL & CO., Agents at Norfolk



Captain GRAY, will leave Pier I7, below Spruce street,
On THURSDAY, February I7, at 4 P. M.
Comfortable accommodations for Passeogers.
Through Passage Tickets and Bills of Lading issued in
connection with the South Carolina Railroad to all points unth and Southwest, and with steamers to Florida ports.
Insurance by this Line ONE-HALF PER CENT.
Goods forwarded free of commission.
Bills of Lading furnished and signed at the office.

For freight or passage, apply to E. A. SOUDER & CO., Dock Street Wharf.

FROM CHARLESTON TO FLORIDA, VIA SAVANNAH.—TRI-WEEKLY LINE.
The following steamers will leave Charleston for Florida, via Savannah, three times a week, after arrival of the New York steamships and the Northeastern Railroad train:

—PILOT BOY (Inland Route), every SUNDAY MORN-ING at 8 viciosk ING at 8 o'clock.
DIOTATOR, every TUESDAY EVENING at 8 o'clock.
CITY POINT, every FRIDAY EVENING at 8 o'clock.
Through tickets to be had of all Charleston and Savan
nah Steamabip Line Agencies in New York.
J. D. Alken & CO.,
J. Agents at Charleston. L. J. GUILMARTIN & OO.,

FOR ST. THUMAS AND BRAZIL
ZIL.—UNITED STATES AND BRAZIL
MAIL STRAMSHIP COMPANY.
Regular Mail Steamers sailing on the FOR ST. THOMAS AND BRA

Bio of every month:

MERHIMAUK, Captain Wier.

SOUTH AMERICA, Captain E. L. Tinklepaugh.

NOF: H AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning.
For engagements of freight or passage apply to
WM. R. GARRISON, Agent,
14 No. 5 BOWLING GREEN, New York.

FOR NEW ORLEANS DIRECT.
THE CROMWELL LINE.
Steamships of this Line will leave Pier
No. 9, North River, at 3 o'clock P. M. on SATURDAYS.

GEORGE WASHINGTON, Gager.

MARPOSA, Kemble.

Freight taken for St. Louis. Mobile, and Galveston at through rates. Cabin passage, \$50.

For passage (first and second class) or freight apply to For passage (first and second class) or freight apply to No. 86 WEST Street.

U. S. MAIL TO HAVANA.—
ATLANTIC MAIL STRAMSHIP CO.,
sailing regularly EVERY THURSDAY
at 3 o'clock P. M., precisely, from Pier
MORO CASTLE, Captain R. Adam.
COLUMBIA, Captain R. Van Sico.
EAGLE, Captain M. R. Greene.
For freight or passage apply to
S. G. WHEELER, Jr., President,
No. 5 BOWLING GREEN, New York.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with tions at Alexandria from the most direct routs to burg, Bristol, Knozville, Nashville, Daiton, and the

Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Breight received daily.

WILLIAM P. CLYDE & CO.,

HYDE & TYLER, Agente, at Georgetown; M.,

ELDRIDGE & OO., Agents at Alexandria. NOTICE .- FOR NEW YORK, VIA

NOTICE,—FOR NEW TORK,
Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after
the 8th of March. For freights, which will be taken on
secommodating terms, apply to
W. M. BAIRD & CO.,
8 26
No. 122 South Wharves.

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

108 CHURCH Street (City Stores.

AUDTION BALES.

M. THOMAS & SONS, NOS. 189 AND 141

SUPERIOR HOUSEHOLO FURNITURE, CARPETS, ETC. ETC.

ETC. ETC.

On Saturday Morning.

Feb. 12, at 10 o'clock, it No. 800 N. Elevanta street, above Brown, the entire household furniture, comprising walnut chamber suriture, cottage chamber suit, Brussols and other carpets, china and glassware, etc.

May be examined on the morning of sale at 3 o'clock.

2 10 28

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 509 OMESNUT Street, rear entrance from Minos.

A CHOICE COLLECTION OF MODERN OIL PAINT.

INGS AT AUCTION.

On Thursday and Friday Mornings and Evenings.

Feb. 10 and 11, at 11 and 7b, o'clock each day, will be sold, at the suction recent, No. 559 Chesant street, without reserve or limitation, a large and choice collection of Oil Paintings. Many of the pictures are by artists of acknowledged merit, among whem may be named E. O. Coates, J. M. Culverbouse, Faul Ritter, George G. Martick, Professor Jacobs, Somera, and others of equal celebrity. The subjects are varied and desirable, including landacapes, marine views, fruit, cattle, game, views from nature, etc. The public is respectfully invited to examine the collection, which will be on exhibition throe days previous to sale, when descriptive estalogues will be ready.

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 232 and 284 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

IMPORTANT SALE OF CARPETINGS, OIL OLOTHS, ETC.
On Friday Morning,
Feb. II, at II o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING-BAGS, ETC., On Tuesday Morning, Feb. 15, at 10 o'clock, on four months' credit. 2954

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear outrance No. 1107 Sameom street.

ELEGANT WALNUT PARLOR AND CHAMBER SUITS OF FURNITURE, Fine Carpets, French Pate and Mattresses, Library Suits and Bockcases, Fire-proof Chest, Sewing Machines, Silver Plated Ware, China, Glass, etc. At 9 o'clock, at the auction store, No. 1110 Chesnus street, will be sold a large assortment of superior house hold furniture from families declining housekeep 293t.

A. McCLELLAND, AUCTIONEER,

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furniture at dwellings.
Public sales of Furniture at the Auction Rooms, No.
1219 CHESNUT Streeet, every Monday and Thursday.
For particulars see Public Ledger. [I 18]
N. B.—A superior class of Furniture at private sale.

C. D. MCCLEES & CO., AUCTIONEERS LARGE AND ATTRACTIVE SALE OF BOOTS,
SHOES, BROGANS, ETC.
On Monday Morning.
Feb. 14, at 10 o'clock, including a large line of Ladies',
Misses', and Children's city-made goods, to which we invite the attention of the Trade.

BY BARRITT & CO., AUCTIONEERS
No. 200 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. COTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHEENUT Street, (Girard Row).

L PPINCOTT, SON & CO., AUCTIONEERS. GROCERIES AND PROVISIONS. DAVIS' CELEBRATED HAMS.

JUST RECEIVED.

ALBERT C. ROBERTS, Dealer in Fine Groceries, Corner ELEVENTH and VINE Streets.

MICHAEL MEAGHER & CO., No. 223 South SIXTRENTH Street, Wholesale and Retail Dealers in

PROVISIONS, OYSTERS AND TERRAPINS.
Stabler's Extra Canned UORN,
"PRAS.
"PRACHES.
Maryland Canned TOMATORS.
Extra Canned ASPABAGUS.

23

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
PENN STEAM ENGINE AND
PENN STEAM ENGINE AND
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILGE,
for many years been in successful operation, and been exclusively engaged in building and repairing Marine and
River Engines, high and low pressure, from 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 sixes, are prepared to execute
orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Peonsylvanis Charcoal Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning
Serow Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done at the
establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock room for repairs
of boats, where they can lie in perfect salety, and are provided with shears, blooks, falls, etc. etc., for raising heavy
or light weights.

JACGB O. NRAFIE,
JOHN P. LEVY,

JACGB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gascometers, 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 Piantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Entered gines, etc.
Sole Agents for N. Bilieux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinandl & Woolsey's Patent Centrifugal Sugar Draining Machines.

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GIRARD TUBE WORKS. JOHN H. MURPHY & BROS.

Manufacturers of Wrought Iron Pipe, Etc. WWENTY-THIRD and FILBERT Streets OFFICE, No. 43 North FIFTH Street.

CENT'S FURNISHING GOODS. DATENT SHOULDER-SEAM

SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWER! de from measurement at very short notice, All other articles of GANTAL GOODS in full variety.

WINCHESTER & CO.,
NO. 706 CHESNUT Street.

STOVES, RANGES, ETO. THOMSON'S LONDON KITCHENE OF EUROPEAN RANGE for families, hotels, continued to the continued of the continue

11 27 w. 620 FIRE AND BURGLAR PROOF SAFE J. WATSON & SON.

Of the late firm of EVANS & WATSON. FIRE AND BURGLAR-PROOF

SAFE STORE NO. 53 SOUTH FOURTH STREET,

A few doors above Chesnut at., Phili