Greek Fire.

The name of Greek fire has been given to a great number of inflammable compounds more or less formidable and effective for destruction, and used extensively for warlike purposes in former times. Father Amiot, missionary in China, traces the employment of fusces by the Chinese to the second century A. D., and the Prussian officer Mayer maintains that the Byzantines had knowledge of Greek fire in the year 330. The Byzantine historians speak of the chief ingredient of the Greek fire as "a light, tenacious, and inflammable oil, which springs from the earth and catches fire as soon as it comes in contact with the air." Allowing for exaggeration, or else for the intervention of a match, this applies perfectly to certain kinds of petroleum which are exceedingly inflammable.

The ancient writers mention petroleumsprings in the island of Zante, in the Gregian Archipelego, along the Caspian coasts, and those of the Dead Sea. The Parsees have always fed the sacred fire of their temple with these oils drawn from the soil, deposits of which abound in Persia and India, the purest in the world being in the Burmese Empire, along the Irawaddy river, and contiguous to Southern China. This highly-inflammable fluid would readily pass from the sphere of domestic uses into the arsenal of weapons offensive and defensive. To impart to it the necessary consistence and adhesiveness, it was mixed with asphalt, tar, pitch, and turpentine, substances all of the same character, but solidified by oxidation and by the evaporation of the light oils that hold them in natural solution; other inflammable substances were added in the form of powder. Much discrepancy is noted among historians with regard to the destructiveness of Greek fire, and the difficulty of extinguishing it. This is not to be ascribed to mere exaggeration in some authors, or to repugnance of others to the marvellous. They have really described different effects of different compounds, more or less explosive and more or less tenscious. In some parts of China nitre crops out upon the surface soil; the Chinese have for many centuries made with it gunpowder and fireworks; they have also mixed it with naphtha and the other ingredients of Greek fire, and thus obtained a source of oxygen, independent of the air, and sustaining combustion under water or inside of a solid mass. It is known that the ancients combined sulphur with their other combustibles, and they may have also used phosphorus, an ingredient of the modern Greek fire. M. Fave, a French ordnance officer, tells us in the "Dictionnaire de la Conversation,"

that there has recently been found, in the Imperial Library at Paris, an Arabian manuscript which discloses the whole art of these incendiary compounds, and of the instraments for using them. But, unfortunately, be gives us no details. From a comparison of many authorities, it appears that the projectile forces employed were not exclusively mechanical, like that of the arbalet; they were also chemical, such as resulted from the expansive power of gases, the explosive quality of the lightest oils distilled from petroleum and aided by nitre, but they had not the explosive power of our gunpowder, because the nitre employed was less purified. The Chinese, who have always excelled us in pyrotechnic displays, have never done much mischief with their powder. In 917 we find mention of it in China as the "oil of cruel fire," said to have been carried there by the Kitan Tartars, who had it from the King

Greek fire takes its name from the Greeks af the Lower Empire, who derived it from Syria. Beckman attributes its invention to Callinacus, an architect of Heliopolis, the city of the sun, afterwards called Baalbee, in 678, under the reign of the Emperor Constantine Pogonatus. Deserting from the caliph's service, he is reputed to have brought with him the secret of many compositions of this nature, and the mechanism for project-

Lebeau, in his "Histoire du Bas Empire," describes the extravagance of terror with which it affected the ignorant, when he writes that neither stones nor even iron resisted its activity, or rather he confounds, with the special effects of these combustibles, those which are commonly witnessed in all extensive conflagrations where iron is melted and stones crumbled. He mentions, further, that it burned in water, that it traversed the air with the splendor of lightning and the noise of thunder, and set fire, with a horrible explosion, to buildings, vessels, etc. What more could be affirmed of our incendiary bombshells projected by gunpowder?

In two sieges, writes Gibbon, the deliverance of Constantinople may be chiefly ascribed to the novelty, the terrors, and the real efficacy of the Greek fire. It was poured from large boilers on the ramparts, or launched in red-hot balls of stene or iron, or darted with arrows and javelins, twisted round with flax and tow which had imbibed the inflammable oil. In naval battles, fire-ships filled with these combustibles were carried by the wind, that fanned their flames against the sides of the enemy's vessels. It was usually blown through long copper tubes, planted in the prow of a galley, and fancifully shaped into the mouths of savage monsters that seemed to vomit a stream of liquid fire. The art of compounding it was preserved at Constantinople as the palladium of the State. Its galleys and artillery might occasionally be lent to the allies of Rome; but the secret of the Greek fire was concealed with the most jealous scruple for above four hundred years. The Princess Anna Comnena, in mentioning resin, sulphur, and oil, as its components, only intended, it is probable, to baffle curiosity by telling just so much as everybody knew already.

In 1698, the fleet of Alexis Comnenus used Greek fire against the Pisans. His ships had siphons fore and aft, in form of syringes, which squirted the inflamed matters.

The Greek empire owed to it many naval victories between the ninth century, and the fall of Constantinople before the army of crusaders, in 1204. The Sieur de Joinville, who wrote in those times, says that "it was thrown from the bottom of a machine called a petrary, and came forth as big as a barrel of verjuice, with a tail of fire issuing from it like a great sword, making a noise in its passage like thunder, and seeming like a dragon flying through the air, and, from the great quantity of fire it threw out, giving such a light, that one might see in the camp as if it had been Such was the terror it occasioned, that Gaultier de Cariel, an experienced and valiant knight, advised that, as often as it was thrown, they should all kneel and prostrate themselves, beseeching the Lord to deliver them from that danger, against which He alone could protect them. This counsel was adopted and practised; besides which King Louis, being in bed in his tent, as often as he was informed that the Greek fire was thrown, raised himself in his bed, and with uplifted hands thus besought the Lord:-Good Lord God, preserve my people! Geoffroy de Vinesauf, who accompanied King Richard I to Palestine, says that, "with per-

nicious stench and livid flame, it consumes even flint and iron; nor could it be extinguished with water." A Florentine monk, who composed on it a descriptive poem in Latin, speaks of sand, acids, and urine as

moderating its fury. Pere Daniel relates that Philip Augustus of France, having found at Acre a quantity of the Greek fire-compound ready prepared, brought it with him to France, and used it for burning English vessels at the siege of

In 1383, when the Bishop of Norwich be-sieged Ypres, the garrison is said to have defended itself so well, and particularly with Greek fire and certain engines called guns, that the English were obliged to raise the siege with such precipitation that they left behind them their great guns, which were of inestimable value. Afterward, the remainder of that army were besieged in the town of Barburgh by the French, who threw such quantities of Greek fire into it that a third port was burned, and the English were obliged to capitalate.

According to Patio de la Croix, the author of "L'Histoire de Genghis Khan," this Tartar conqueror of the East, who took Pekin in 1215, had in his army elephants charged with the fire-tubes through which Greek fire was blown.

General Bardin, cited in the "Dictionnaire de la Conversation," thus enumerates, after the ancient authorities, the machines of pro-

"Great or small machines, with springs, or neurobalistic (as that of our figure) sarbacanes, hand-siphons, as the Greeks called them, and a kind of mortar, which the Romans called phiala. It was fired in inflamed masses, from the size of an olive to that of a hogsbead."

The astioches, or ancient bombshells, containing this fire, were made of baked earth. The first cannon, says Villaret, were made on purpose to project them.

Paoli, a celebrated chemist of Rome, made an offer, in 1702, to Louis XIV of France, to revive the Greek fire, more terrible than ever; and Dupre, a goldsmith of Paris, would have sold the same secret to Louis XV, but was forbidden to reveal it. Experiments were made with it on the canal of Versailles, under the inspection of the Marquis de Montesquieu, and boats struck with balls containing it, below their water-line, were set on fire there.

The slinging-machine represented was used, in the fourteenth century, both for Greek fire and to propel balls. By the two wheels, a cord, attached to a tun of Greek fire, was stretched very tense, so as to bend a kind of flexible wooden bow. When the cord was suddenly loosed, the elastic rebound of the bow in straightning out would fling the tun to a considerable distance with its inflammable contents.

Prisoners taken from the enemy have sometimes been pitched over the ramparts by

these machines. The most important work on Greek fire is that of MM. Reinaud and Fave, where the reader bent on mischief will find details beyond our scope.

FIRE AND BURGLAR PROOF SAFE EMOVA

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HAILROAD LINES.

1870. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARY.

At 6-30 A. M., via Camden and Amboy Accom...\$2.25

At 8 A. M., via Camden and Amboy Express.... 8-00

At 8 P. M., via Camden and Amboy Express.... 8-00

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

At 6-30 and 8 A. M. and 2 P. M., for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 6:30, 5, and 10 A. M., 12 M., 2, 3:20, 4:30, 6, 7, and 11:20 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:20 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 M., for Edgewater, Riverside, Riverson, Palmyra, nd Fish House, S.A. M. and 2 P. M. for Riverson. The 11-30 P. M. line leaves Market Street Forry.

(upper side).

FROM ENNSINGTON DEPOT.

At 739 A. M., \$20,830, and 5 P. M. for Trenton and Bristol, and 1045 A. M., and 6 P. M. for Bristol.

At 730 A. M., \$20 and 5 P. M. for Morrisville and

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, Wissingming, Bridesburg, and Frankford, and at \$400 P. M. for Holmesburg and Intermediate stations. PROM WEST PHILADELPHIA DEPOT.

Vin Connecting Railway.

At 7, 9:30 and 11 A. M., 120, 4, 6:45, and 12 P. M.

New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Fare, \$2. At 7, 9:30, and 11 A. M., 1:20, 4, 6:35, and 12 P. M.,

At 7, 9'80, and 11 A. M., 4, 6'45, and 19 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullylown, schenck's, Eddington, Cornwell's, Torresonie, Holmesburg, Tacony, Wissinoming, Bridesburg, and

The 9 30 A. M., 6 45 and 12 P. M. Lines will run afly. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINE

BÉLVIDERE DELAWARE RAILROAD LINE
FROM KENSINGTON DEPOT.
At 1'30 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owego, Rochestor, Binghomton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mourtain, etc.
A. 7'30 A. M. and 3'30 P. M. for Scranton, Strondsburz, Water Gap, Beividere, 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

P. M., from Kensington Depot, for Lambertville and CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

PROM MARKET STARRY PERRY (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 Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Medford.

At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-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.

THILADELPHIA, GERMANTOWN AND NOR-

RISTOWN RAILROAD.

TIME TABLE.

On and after THURSDAY. April 21, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-95, 10, 11, 12 A. M.,
1-20, 2, 3½, 3½, 4, 4½, 5-65, 5½, 6, 6½, 7, 8, 9-20, 10-05,
11, 12 P. M. Leave Germantown 6, 6:55, 736, 8, 8:20, 9, 10, 10:50, 12 A. M., 136, 2, 3, 3:10, 434, 5, 536, 6, 636, 7, 8, 9:20, 10, 11 P. M. 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% A. M., 2, 4-05, 7, and 103. P. M.

Leave Germantown at 814 A. M., 1, 3, 6, and 934

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 334, 54, 7, 9 20, and 11 P. M.

Leave Cheruut Hill 7-10, 8, 9-40, and 11-40 A. M., 1-40, 3-30, 5-40, 6-46, 9, and 10-40 P. M.

UN SUNDAYS.

Leave Philadelphia at 94, A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-60 A. M., 12-40, 5-40, and 9-25 P. M.

Passengers taking the cost.

Passengers taking the 6:55, 9, and 10:50 A. M. and close connections with the trains for New York at Intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.

FOR CONSHOHOUKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4½, 4, 5½, 6½, 8:05, 10, and 11½ P. M. Leave Norristown 6½, 6:25, 7, 7%, 8:50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 0½ P. M. Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown 1 A. M., 1, 5%, and 9 P. M. FOR MANA YUNK.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10, and 11½ P. M. 1 eave Manayunk 6, 6:55, 7%, 8:10, 9:20, and 11½ A. M., 2, 3½, 5, 6½, 8%, and 10 P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M. Leave Manayuna 7% A. M., 1%, 6%, and 9½ P. M. PLYMOUTH RAHROAD.

Leave Philadelphia 7½ A. M. and 5 P. M. Leave Phymounh 6% A. M. and 4½ P. M. The 7% A. M. train from Norristown will not step at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will step only at School Lane, Manayunak, and Consholocken.

sengers taking the 7, 9.05, and 11 A. M. and 4 P. M. trains from Ninth and Green streets will take close connections with the trains for New York at Intersection Station.

The 10 A. M. and 8 P. M. trains from New York econect with the 1-15 and 9-20 P. M. trains from Germantown to Ninth and Green streets,

6 20 W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILHOAD.—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.

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 excepted), as follows:—
At 8-40 A. M. (Express) for Bethlehem, Alientown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Burnalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
At 9-45 A. M. (Express) for Bethlehem, Raston, 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, and Hazleton, At 5-90 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 9:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., an 11:30 P. M. 11:30 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets,
and Union City Passenger Railways run to the new

Depot THAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 215, 440, and 825 P.M. From Doylestown at 825 A. M., 430 and 706 P. M. From Lansdale at 730 A. M. From Fort Washington at 925, 1035 A. M., and

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 soid, and Baggaga checked the Bethlehem for Philadeiphia at 4 P. M.
Tickets soid and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 1 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

ferry), at 800 A.M., Mail for Bridgeton, Salem, Millville, 8:00 A. M., Mail for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and intermediate stations. 11:45 A. M., Woodbury Accommodation. 3:15 P. M., Mail for Cape May, Miliville, Vineland, and way stations below Glassboro.
3:30 P. M., Fassenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
5:46 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations.
EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)
Leave Philadelphia 8:00 A. M.
Leave Cape May 1:10 P. M.

Leave Cape May 1'10 F. M.
Freight Train leaves Camden daily at 12 o'clock
con. Freight received in Philadelphia at second
covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
Commutation tickets at reduced rates between 5 15 WM. J. SEWELL, Superintendent.

RAILROAD LINES.

READING RAILWOAD GREAT TRUNK LINK READING RAILEGAD—GREAT TRUNK LINK
From Phiade'phia to the interior of renasylvania, the Schusikili, Susquehanna, Cumbarland, and Wyoming Valleys, the North, Northwest, and the Caradus.

SPRING ARRANGEMENT
Of Passinger trains, April 14, 1870.
Leaving the Company's Depot at Thirsecuth and
Cailowhill streets, Philadelphia, at the following
hours:

HORNING ACCOMMODATION.

MORNING ACCOMMODATION.
At. 7:30 A. M. for Reading and all intermediate mations, and Allentown. Returning, leaves Reading as 0:35 P. M.; arrives in Philadelphia at 9:35 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potisville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elwira, Rochester, Niagara Falls, Buffaio, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagaratown, etc.

The 7:30 A. M. train connects at RE ADING with East Fennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at FORT CLAINION with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuyikilland Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading, Potisvilie, Harrisburg, etc.; connecting with Reading and Columbia Ratiroad teains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Potistown at 6:25 A. M., stopping at intermediate stations; arrives in philadelphia at 8:40 A. M. Returking, teaves rhiladelphia at 4 of P. M.; arrives in Pottstown at 6-15 P. M. REAI ING AND POTTSVILLE ACCOMMODA-

TION.
Leaves Pottsville at 5 40 A. M. and Reading at 7 80 A. M. stopping at all way stations; arrives in Philadelphia at 10 20 4. M.
Keturaing, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Phila-delphia at 1 P. M. Afternoon trains leave Harris-burg at 2 66 P. M., and Pottsville at 2 45 P. M., ar-riving at Philadelphia at 6 45 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4 10 P. M. Connect-ing at beading with Afternoon Accommodation ing at heading with Afternoon Accommodation outh at 635 P. N., arriving in Philadelphia at 925 P. M.

Market train, with a rasseger car attached, leaves Philadelphia at 1230 Loon, for Reading and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train or Philagelphia and all way stations. All the above trains run daily, Sundays ex-

Sunday trains leave Fottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Resuling at 8 A. M.; returning from Resuling at CHESTER VALLEY RAILROAD.

Passengers for howingtown and Intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 6-15 P. M. PERKIOMEN RALLROAD. Passengers for Schwenkville take 730 A. M., 1280, and 400 P. M. trains from Philakelphia, re-

turning from Schwenksville at 8 05 A. d., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perklomen Valley coanect with trains at Callegeville and Schwenksville. COLEBBOOKDALE RAILROAD. Passengers for Mount 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 1) 00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:46 and 10:05 P. M., and connecting at Harrisburg with Pennsylvan'a and Northern Central Assirond Express trains for Pittsburg, Chicago, Widlamsport, Elmirs, Balti-

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburg at 5:36 A. M. and 12:20 noon, passing heading at 7:23 A. M. and 2:05 P. M., arriving at New York 12:05 noon and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without charge.

A Mail train from New York leaves Harrisburg at 8:10 A. M. and 2:06 P. M. Mail train for Harrisburg leaves New York at 1:2 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potteville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8 55 A. M. for Pinegrove and Harrisburg and at 12 10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 4 00 P. M., and from Tremont at 7 15 A. M. and 5 05 P. M.

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

and Canadas.

Excursion Tickets from Philadelphia to Reading. and intermediate stations good for one day only, and solo by Morning Accommodation Market Train, Reading and Fottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate

Accommodation France, at reduced rates,
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, I hisadelphia, or of G. A. Meolls, General Superintendent, Reading COMMUTATION TICKETS.—At 25 per cent. ount, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$47.00 each, for families and SEASON TICKETS .- For one, two, three, six. pine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road

will be furpished with caros 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

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 Fost Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. FREIGH? TRAINS leave Philadelphia daily at 4:25 A. M., 12:20 poon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE — Dungan's Express will collect baggage for all trains leaving Philadelphia Deport Crders can be left at No. 225 S. FOURTH Street, or at the Deport, THIRTEENTH and CALLOW-HILL Streets.

EST CHESTER AND PHILADELPHIA RAIL-VV ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will ease from the Depot, THIRTY-FIRST and CHES-

leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.
6:45 A. M., for B. C. Junction, stops at all stations.
7:15 A. M., for West Chester, stops at all stations
west of Media (except Greenwood), connecting at
B. C. Junction for Oxford, Kennett, Port Deposit,
and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:56 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West chester stops at all stations.
4:45 P. M. for West Chester stops at all stations.
6:45 P. M. for West Chester stops at all stations.
6:45 P. M. for West Chester stops at all stations
all stations on the P. & B. C. R. R.
6:36 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.

stations. Stations. Stat P. M. for West Chester stops at all stations.

11 20 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. FOR PHILADELPHIA.

5-25 A. M. from B. C. Junction stops at all stations.

6-30 A. M. from West Chester stops at all stations.

7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 15 A. M. from B. C. Junction stops at all stations.

10 00 A. M. from West Chester stops at all stations. 1 98 P. M. from B. C. Junction stops at all stations. 1 58 P. M. from West Chester stops at all stations. 1-55 P. M. from West Chester stops at all stations connecting at B. C. Junction for Oxford, Kennest,
Port Deposit, and all stations on the P. & B. C. R. R.
645 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
980 P. M. from B. C. Junction. This train commences running on and after June 1st, 1810, gtopnormal all stations. ping at all stations. ON SUNDAYS,

ON SUNDAYS,
see A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
250 P. M. for West Chester stops at all stations,
750 A. M. from West Chester stops at all stations,
450 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. M. R.
W. C. WHRELER Sup't.

JET GOODS, NEWEST STYLES, DIXON'S

RAILROAD LINES.

PHILANELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, APRIL 4, 1870.

COMMENCING MONDAY, APRIL 4, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A M. (sundays excepted), for Battimore, stepping at all regular stations. Connecting at Wilmington with Belaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Jorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Sallsbury with Wicomico and Pocomoke Railroad.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newack, Eisten, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten mer's Hun.

Night Express at 11-30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, clawood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Menroe and Norfolk will take the 12-9c M. train. Express Train at 12 M. (Sundays excepted), for

take the 12 co M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia

and Wilmfaston. Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 Co P. M. The 5 to P. M. train connec s with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 645 and 8:16 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fulladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation traits Sundays excented.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the P. M. will connect at Lamokin Junction with the 7-to A. M. and 4 30 P. M. trains for Baltimore Con-

tral Ratiroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 7:40 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baitimore at 7:25 P. M., stopping at Mag-nolia, Ferryman's, Aberdeen, Havre-de-Grace, Fer-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 82; Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1969.
The trains of the Fennsylvania 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 Wainut streets cars run within one square of the Depet.

Sieeping-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 streets, or No. 116 Market Street, will receive attention.

receive attention. TRAINS LEAVE SPOT, VIZ :-Mail Train. 300 A. M. Paoli Accommodat's . 10'30 A. M., 1'10 and 6'50 P. M. Fast Line and Eric Express . 11 to A. M. Harrisburg Accommodation. 9'30 P. M. Lancaster Accommodation. 4'10 P. M. Lancaster Accommodation. Pacific Express. 12:00 night. Eric Mail leaves daily, except. Sunday, running on Seturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118

 Market street
 TRAINS ARRIVE AT DEFOT, VIZ.:

 Cincinnati Express.
 810 A. M.

 Philadelphia Express.
 630 A. M.

 Eric Mail.
 630 A. M.

 Paoli Accommodation, 820 A. M., 340 and 625 P. M.

 Parkensurg Train.
 910 A. M.

 Past Line
 940 A. M.
 Pacific Express. 4.25 P. M. Harrisburg Accommodation. 9.50 P. M.

by special contract.

General Superintendent, Altoona, Pa. THILADELPHIA AND ERIE RAILROA The trains on the Philadelphia and Erie Railread run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

Depot, West Philadelphia WESTWARD.

MAIL TRAIN leaves Philadelphia 9:35 P. M.

Williamsport - 7:40 A. M.

ERIE EXPRESS leaves Philadelphia 11:40 A. M.

Williamsport - 9:00 P. M.

arrives at Erie - 10:00 A. M.

ELIMIRA MAIL leaves Philadelphia 7:50 A. M.

Williamsport - 8:00 P. M. Williamsport 6:00 P. M. arrives at Lock Haven 7:20 P. M. arrives at Lock Haven 7-20 P. M.

EASTWARD.

MAIL TRAIN leaves Erie - - 8-40 A. M.

Williamsport - 9-25 P. M.

arrives at Philadelphia 6-20 A. M.

Williamsport 8-30 A. M.

Williamsport 8-30 A. M.

ELMIRA MAIL leaves Lock Haven - 8-00 A. M.

Williamsport 9-45 A. M.

"Williamsport 9-45 A. M.

"Arrives at Philadelphia 6-20 A. M.

"Williamsport 12-25 A. M.

"Arrives at Philadelphia 6-20 A. M.

"Arrives at Philadelphia 6-20 A. M.

"Arrives at Philadelphia 9-25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER,

General Superintendent.

General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

THE AVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-For PORT DEPOSIT at 7 A. M. and 4:80 P. M. FOR OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER OREEK R. R. at 7 A. M., 10 A. M., 2 30 P. M., 4 30 P. M., and

7 P. M. Train leaving Philadelphia at 7 A. M. connects at Train leaving Philadelphia at 7 A. M. Connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 925 A. M., connect at Chad's Ford Junction with WILMINGTON & READING R. R. 42

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9.25 A M. and 4.25 P. M., on arrival of trains from Baltimore.

OXFORD at 6.05 A. M., 10.35 A. M., and 5.20 P. M., CHADD'S FOKD at 7.26 A. M., 12.00 M., 1.30 P. M., 4.35 P. M., and 6.49 P. M.

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

HENRY WOOD,
General Superintendeut.

GREAT BOUTHERN MAIL

ROUTE,
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOULE,
MACON, BICHMOND, WELDON, "ILMINGTON,
CHARLESTON, SAVANNAH, and all principal
points SOUTH and SOUTHWEST. Tickets for sale,
beggage checked through to destination, and all information furnished at No. 721 CHESNUT Street. G. RENTON THOMPSON

Gen. Agent for Philadelphia. TOHN FARNUM & CO., COMMISSION MER chants and Manufacturers of Concessors isoning, etc. No. 233 CHESNUT Street, Philadel 3. 41 wins

AUDITION SALES M . THOMAS & SONS, NOS. 139 AND 16

Executor's Persuptory Sale.
Estate of Hernard Maguire.
HOUREHOLD FURNITURE, CARPET, ETC.
April 25, at 10 o'clock, at the southwest corner of Germanicown road and Lannel strot, comprising win location that is, barroom tables, household furniture, a tocation malicanse high case clock, 2 feather beds, hair in the sale and glass ware, etc.
Also but gallous cider vinegar.

42124

SALE OF REAL ESTATE AND STOCKS, SAVERY, No. 1423 Modern Dwelling, Stable, Shed-Fig. etc. SIXTEENTH (North), No. 614—Modern Residence. MONTGOMFRY COUNTY, Pa.—Riegant Country Scat-and Farm, 224 acres, Guif Bond. ALASKA Street, No. 620—Three 2 story Frame Dwell-SEVENTERNTH and SUMMER, Northwest corner-GitUROH, bulow Union, West | Chester-2 Modern Re-RIVER DELAWARE, below Beverly Country Seat of Farm, 33 acres.
FR - NKLIN, No. 948 - Modern Residence.
FR RACE FLACE, Germantown - Modern Residence.
JACK SON Street, Cape Island - "Linco'n House" and

WASHINGTON Street, Cape Island—Frame Cottage.
WASHINGTON Street, Cape Island—Frame Cottage.
MOUNT VERNON, No. 1027—Modern Dwelling.
POPLAR, No. 1142—Modern Dwelling.
HARMER, No. 1143—Centeel Dwelling.
HARMER, No. 1143—Centeel Dwelling.
WOODLAND, No. 1233—Modern Residence.
PASSYUNE ROAD, Nos. 1235 and 1237—Two Genteel cwellings.

Incliner.
LOCUST, No. 2004 - Modern Residence,
TURNER, No. 2224 - Genteel Dwelling.
GROUND RENT - \$71 a year Irredeemable.
Pew No. 77 north sisle Third Reformed Church.
\$1128 serip Delaware Mutual Insurance Company.
I share Point Breeze Park.
4 shares Cape May and Millville Railroad.
50 shares Fostor Farm Cil Company.
10 shares First National Bank.
15 shares Kennington National Bank.
4

SCOTTS ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SOOTT, Jr., Auctioner,
No. 1117 CHRENUT Street, (Girard Row).

Furniture sales every Tuesday and Friday morning at 10 Particular attention paid to Out-door Sales at mode-CARD.

We are now making preparations for a large sale of Printings. Persons wishing to contribute to this sale will please send in their Paintings immediately.

4.22 B. SCOTT, Jn.

GEO. C. REUKAUFF'S THIRD ANNUAL SPRING SALE OF FRENCH PLATE MANTEL AND PIRE MIEROES, CHAMBER GLASSES, BOUQUET TA-BLES, ETO. BLES, ETO.
On Monday Morning,
25th instant, at 10 o'clock, without the loast re-

FOREIGN AND AMERICAN PAINTINGS.

On Monday Fvening.

2th inst., at 1/2 before 8 o'clock, the unsurpassed collection, enbracing works of art by the following artists:—
Carl Hubber. C M. Webb. H. Hersog.
Jerome Thompson, Chas. A. Sommer, E. D. Lews,
Seorge Farl. J. Wainwright. H. Von Sebon.
L. J. Fennimore, W. D. Washington, A. Gerlach,
Koningh, H. Beckmann, H. Vaasberg.
J. Moutupny, C. Kronberger, O. Egbert,
and others. 4 20 54

FRAMED CHROMOS, ENGRAVINGS, ETC.
On Tuesday Evening.
26th inst., at % before 8 o'clock, a large collection of the
latest chromos, engravings, etc. Sale positive. 420 64

Mr. B. Scott, Jr.

Dear Sir.—Having, after twenty-nine years of uncessing labor, come to the conclusion to retire from business, do now purpose to dispose of at public auction my entire STOCK OF FURNITURE, which I desire you to sell without the least reserve, on WEDNESDAY and THURSDAY, April STA and Sth. I think it quite unnecessary for me to speak about the quality of the goods I produce; only to say that my work is all hand made and guaranteed the best—no machinery being used in the establishment—and will be found upon examination to speak for itself. The stock will be on exhibition at my warerooms, No. 1302 Chesnut street, three days previous to the sale.

Respectfully yours.

P. S.—I would particularly call the attention of the public to the above.

[41594]

B. SCOTT, JR. PHILADELPHIA, April 16, 1870.

BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 282 and 234 MARKET Street, corner st Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Monday Morning,
April 25, on four months' credit, at 10 o'clock. 4 19 54

SALE OF 2000 CASES BOOFS, SHORS, HAT5, ETO., On Tuesday Morning, April 26, at 16 o'clock, on four months, credit. 4 20 5t. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS.
On Thursday morning,
April 28, at 10 o'clock, on four months' credit. 4 23 54

T. A. MCCLELLAND, AUCTIONEER, No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furni ture at dwellings.

Public sales of Furniture at the Anction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger. [I is N. B.—A superior class of Furniture at private sale.

Sale at No. 1519 Chesnut street,
SPECIAL SALE BY ORDER OF MANUFACTURERS
of elegant Parlor, Chamber, and Dining room Furniture, Sideboards, Bookcases, Extension rables, Mirrors,
Maitresses, Carpets, etc., etc., to be sold at Public
Sale.

April 25, at 10% o'clock. The sale consists of a very large assortment of desirable furniture made in this cuty, in a very superior manner, and which we will guarantee in every respect. LIPPINCOTT, SON & CO., AUCTIONRERS,

On Monday, April 25, at 10 o'clock, on four months' credit.

LARGE SPECIAL SALE OF 1000 OA ZES HOOTS,
SHOES, AND STRAW HATE. 4 30 4t BY BARRITT & CO. AUCTIONEERS
CASH AUCTION HOUSE, 111 M 5
No. 120 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. THOMAS BIRCH & SON, AUCTIONEER'S CHESKUT Street, rear entrance No. 1107 Sansom street, MARTIN BROTHERS, AUCTIONERS.

(Lately Salesmen for M. Thomas & Sons.)

No. 704 CHESNUT Street, rear entrance from Mines

N LOUISVILLE, KY. W. GEORGE ANDERSON.
THOMAS ANDERSON & CO.
(Established 1926).
AUCTIONEERS AND COMMISSION MERCHANTS.
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hats every
Thursday.

Thursday,
Regular suction sales of dry goods, clothing, carpets
notions, etc., every Wednesday and Thursday. [3 is 6m] PAPER HANGINGS. OOK! LOOK!! LOOK!!!—WALL PAPERS and Lines Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1623 SPRING GARDEN Street, below Elevants. Branch, No. 267 FEDERAL Street, Camden. New Jersey.

TO ALL WANTING FARMS IN A LOCALity Exempt from Fevers and Lung Complaints .-To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Alken, S. C., and its vicinity for a desirable and permanent home. A pamphlet of 84 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., mcluding extracts from letters of distinguished visttors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolia deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1430, New York, until 1st of February, after that date at Aiken, S. C. [117 3m