From Our Own Correspondent. NEW YORK, May 20, 1870.

The Beetheven Festival. It is contemplated celebrating the Beethoven centennial anniversary in this city early in June. To the best of my knowledge and belief, Beethoven was born on the 17th of December, 1770. so that it should seem as though the centennial ought to be observed on the 17th of next December. Leonard Grover, Madame Parepa, the American Institute, and musicians generally, however, appear to have determined otherwise. The early portion of June has been selected, and the resolve to beat Boston has become unconquerable. The festival will be a monster one. Thousands of voices have already been bargained for. Madame Parepa is to do the solo singing, and is already getting some new dresses madeone for each of the four days upon which the centennial is to be held. These costumes are getting up in a style that would be creditable to Worth, the Parisian man-modiste. They are meant to be expressive of the musical sentiment of four distinct eras in Beethoven's pensive life, from the day when, in his eighth year, he created astonishment by his performance on the violin. to those unhappy years, in the latter portion of his career, when he became totally deaf, and composed his most majestic melodies. About \$100,000 have already been expended on the Beethoven festival, without counting the dressmaker's bill. Of course, nothing could be done without Gilmore, and Gilmore has accordingly been secured. Lacking him, the affair would be as complete a failure as a fashionable funeral without Brewn. We may beat Boston, but it will be with Boston's help. All the Handel and Haydn societies of Boston have been engaged, and in the early days of June the smoke of our musical incense will roll all over the Union. Will He Do It?

Will Weston walk one hundred miles in twenty-two consecutive hours? The track at the Empire Skating Park has been measured before a committee composed of Horace Greeley, Mr. Dickinson, President of the Rink Association, and several other equally discerning gentlemen, and the trial will commence next Wednesday at noon. It has given an impetus to pedestrianism. Young New York puts its best foot foremost, and improvises a trial of speed down Broadway. It believes that it can beat Weston, other things being equal, and that with training and practice it would have equal claims to being a champion. Already the Rink is visited by hundreds, although it is in one of the most out-of-the-way quarters of the city. Even if Weston fails-as it is most likely he willthere is no doubt but that the mania he is accountable for does some good. It rouses the community, sets it upon its legs, informs the calf with muscular power, and takes away the talk from that eternal business which buzzes so wearyingly in the metropolitan ear.

"In the Ring." Unless a reporter is "in the ring" in New York, it is in vain that he may expect to be a success. His failure is sealed until he can force an entrance into that charmed circle and compel respect to his talents. This is particularly observable among the police and fire reporters. who are an isolated body in themselves, having little or no affiliation with any other department upon a newspaper. Every newspaper has at least one fire-and-police reporter, whose business it is to watch things at police headquarters in Mulberry street, and see that nothing escapes his attention. The reporters have a room there which is occupied exclusively by them, but they are far from being as amiable a band of brothers as might be expected. A few of them exchange confidences with one another, give each other the use of their note-books, mutually compare reports, and so contribute to one another's ease and comfort. These constitute the "ring" into which it is far from easy for a new reporter to be admitted. The man who is fresh to the city or to the business hankers after the privilege in vain. He is sedulously given the cold shoulder and kept outside, until he proves that he can do without its friendship, and can, singly, make more correct and sensational reports than it can in all its banded strength. From that moment he is taken into companionship, but the moment will never come to him unless he has a good deal of cheek. It is cheek more than industry or energy that makes the success of the New York police-and-fire reporter, although those qualities, of course, are not to be despised. But the timid or over-conscientious novice stands no chance at all. His own unassisted strength and devices are totally unable to cope with those of that cunning confederacy, and unless accident surprises him into an unintended success, he will live and die outside the ring, for its members feel no more commiseration for him than virtuous women do for fallen ones. The majority have been in the business for years, and understand thoroughly all its ins and outs, and would no more extend a helping hand to a beginner than they would think of throwing away the chance of earning five dollars extra. The history of every reporter who is received into that brotherhood is pretty much the same. He commences by fumbling his way blindly along, endeavoring to visit all the five police courts and not neglecting the Coroner's office and the Central Station. But not possessing the pleasant quality of being ubiquitous, he misses day after day items which other papers have and some of which are important. He suffers reproof from the city editor, and sees dismissal and starvation before him. The ring despises him, and shuts him out, and unless he can outwit them he is a lost man. He ponders how this can be done, and Luck comes to his assistance, as it generally does to those who help themselves. In a happy hour he discovers a "big thing" in some insignificant-looking item which more experienced eyes pass over. He ferrets out all the details, and repairs to the fountainhead and secretly works them up. The next morning his report is the only one that appears, and like a local Byron he finds himself suddenly famous. The "ring" perceives that he is a valuable man, and invites him to its embrace. From that hour his position is one of comparative ease, and one of his sweetest privileges is to shut down upon the neophytes.

Rest and Ramble. The season for rest and ramble approaches, when lake, mountain, seaside, and ocean-crossing are to be enjoyed; when every holiday-taker who can raise the money is off to Europe, if only for a six weeks' trip; when jaded clerks begin to repose in the prospect of the three o'clock closing hour on Saturday, and when wateringplace proprietors have nearly completed their arrangements for the annual four months' swindle. There is nothing new in life, and yet the periodical repetition of the same things does not weary the man who is not yet old. Until the great bugle blows I presume people will continue to rivet their thoughts on three great topics-money, fashion, and amusement. The millennium will not do away with the wateringplace institution, and the summer trip to Europe will be taken whether Satan be bound or loosed for a thousand years. ALI BABA.

LITERATURE.

REVIEW OF NEW BOOKS.

-From Claxton, Remsen & Haffelfinger we have received "An English-Greek Lexicon," by C. D. Yonge. Edited by Henry Drisler, LL, D., Professsor of Greek in Columbia College, etc. etc. Published by Harper & Brothers. This edition of "Yonge's Lexicon" has been in preparation for a long time, and its editor thinks that he has combined in it a greater number of valuable features than are contained in anyother work of the kind. One of the most important characteristics of Yonge's original work was the fulness of its references to authorities for the Greek equivalents, and this feature Professor Drisler has endeavored to carry out to the fullest extent in the edition before us. In the revision of the work numerous additions have been made both in the way of correction and enlargement, chiefly drawn from the prose writers, as the poetical element seemed already somewhat in excess for a general lexicon. Most of the other lexicons have been carefully collated, and no effort has been spared to make the work as complete as could be desired. An essay on the order of words in Attic prose, by Professor Charles Short, of Columbia College, is prefixed, and a very full appendix of proper names and Pillons' "Greek Synonyms," reprinted complete, add greatly to the value of the work. This lexicon will probably be found by scholars to be the most satisfactory of any published, and to contain all the aids for the study of the Greek language that can properly be looked for in a work of this class. Claxton, Remsen & Haffelfinger also send us "Beneath the Weeds," a cleverly

by the author of "Olive Varcoe," etc. -Porter & Coates send us "Life and Alone," a new work of considerable interest, by an anonymous author, which has just been published by Lee & Shepard. The plot is original, and many of the characters show an insight into the ruling motives of human nature that is rare in much of the fiction of the day, and the story is one that will merit an attentive perusal.

written English novel of high and low life.

"The Young Shipbuilder," also published by Lee & Shepard, is the fifth of the "Elm Island" series, by Rev. Elijah Kellogg. It continues the narrative of the characters who have figured in the earlier volumes of the series, and maintains the interest in them by placing them in a number of new situations that serve to develop their characters. The moral purpose of these stories is excellent, and the entertaining style in which they are written will win for them the favor of young readers.

-Turner & Co. also send us "The Young Shipbuilders," and Appleton's Journal, Every Saturday, and Our Boys and Girls for May 28.

-From T. B. Peterson & Brother we have received "Consuelo." This is the first of a new edition of George Sand's works, and it will be rapidly followed by her other principal writings. The prejudice against George Sand, which was mainly excited by the often unjust strictures of a clique of English critics, is fast dying out at the present time, and her works are judged by a more just and impartial standard than they were twenty years ago. "Consuelo" is a great work of fiction, and in the opinion of many it is entitled to rank with the greatest performances of the age in this class of literature. The edition of Madame Sand's writings in course of publication by Messrs. Peterson is neat and inexpensive, and is worthy of the regards of those who wish to adorn the shelves of their libraries with the works of this great novelist.

-The May number of The American Exchange and Review, published by Fowler & Moon, contains an interesting variety of articles on practical, scientific, mercantile: mining, literary, and other subjects.

-The American Architect and Builders Monthly, published by Lightfoot & Fleu, is filled with interesting matter relating to architecture, building, and the fine arts.

Thieves' Suppers.

"Ned Wright" still continues his efforts to benefit the criminal class from which he has been himself rescued. About two hundred convicted thieves were assembled on Wednesday night at his meeting-house-once a penny gaff-near the New-cut. They were each given a basin of good soup and a half loaf; and after supper Ned Wright gave them a vigorous practical address. Before obtaining admittance, every thief is obliged to apply for a ticket, and to furnish particulars of his position. Ned knows the name and address of every man who attends his meetings. He said on Wednesday night he was not without means of obtaining honest work for any who were desirous of leaving their present mode of life; but it is to be feared, from the interesting account he gave of his own history, that this must be his chief difficulty .- London Sun.

A New Wrinkle in Shingles. A new wrinkle has recently been developed in the shingle business. At one of the Doylestown lumber yards a car-load of 24,000 pine shingles was recently received from Michigan without transshipment. These shingles have been sawed out in the ordinary way, and then passed through a planing machine which cuts the surface in such a manner as to leave a number of ridges, about an inch apart, on the exposed portion. It is asserted that shingles prepared in this way will shed rain better and dry more quickly afterwards than the common article. The price is not higher than that of other

DIVORCES.

shingles.

A BSOLUTE DIVORCES LEGALLY OB-tained in New York, Indians, Illinois, and other States, for persons from any State or Country, legal every-where; desertion, drunkenness, non-support, etc., suffi-cient cause; no publicity; no charge until divorce ob-tained. Advice free. Business established fifteen years Address. M. HOUSE, Attorney, \$21 km No. 78 NASSAU Street, New York Oity

STOVES, RANGES, ETO.

THOMSON'S LONDON KITCHENER THOMSON'S LONDON KITCHENER
or EUROPEAN RANGE, for families, hetels, or
public institutions, in TWENTY DIFFERENT
SIZES. Also, Philadelphia Ranges, Hot-Air FurPortable Heaters, Low-down Grates, Fireboard
s, Bath Boilers, Stew-hole Plates, Heilers, Gooking
s, etc.
EDGAR L. THOMSON,
Wim 6m
Successor to SHARPE 4 THOMSON,
No. 308 N. SECOND Street. RAILROAD LINES .:

READING RAILROAD-GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

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 6:35 P. M.; arrives in Philadelphia at 9:26 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

falo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:3) P. M. for Reading,
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN AUCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE AUCOMMODA

TION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7.55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2.50 P. M., and Pottsville at 2.50 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation fouth at 625 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily Sundays ex-

All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at

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 6-20 A. M., 12-45, and 5-16 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M.,

12:50, and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8:05 A. M., 12:45

noon, and 4:15 P. M. Stage lines for various points
in Perklomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE 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 11:00 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 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-36 A. M. and 11-25 A. M., passing Reading at 7-23 5-35 A. M. and 11-25 A. M., passing Reading at 7-23 A. M. and 1-27 P. M., arriving at New York 12-05 noon and 6-00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train from New York leaves Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. 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.

M., and 1-40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8-55 A. M. for Pinegrove,
and Harrisburg, and at 12-05 noon for Pinegrove,
Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M.,
and from Tremont at 6-25 A. M. and 5-06 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

excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Foorth 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. discount, between any points desired, for familles and forms.

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and

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

CLERGYMEN residing on the line of the road will be furnished with cares 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.

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 Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE -Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street. r at the Depot, THIRTEENTH and CALLOW

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:—

NUT, 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.
11'50 A. M. for B. C. Junction stops at all stations.
2'30 P. M. for West chester stops at all stations.
4'15 P. M. for B. C. Junction stops at all stations.
4'15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C.

of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 520 P. M. for B. C. Junction. This train commences running on and after June 1, 1876, stopping at all

6 55 P. M. for West Chester stops at all stations. 11 30 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, Keunett,
Port Deposit, and all stations on the P. & B. C.
R. R.

Port Deposit, and all stations on the P. & B. C. R. R. R.

8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
1-05 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
1-05 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
1-06 P. M. from B. C. Junction With P. & B. C. R. R.
1-07 P. M. form B. C. Junction with P. & B. C. R. R.
1-08 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
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RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 1, 1870. The trains of the Pennsylvania Central Raticoad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and 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 Cheenut streets, and at the Depot.
Agents of the Union Transfer Company will call for and Seliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Trains LEAVE DEPOT, VIZ.:-Mail Train
Paoll Accommodat'n, 10:30 A. M., 12:50 and 6:50 P
Fast Line and Eric Express
Harrisburg Accommodation
Lancaster Accommodation
12:30 P
Lancaster Accommodation
15:00 A Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 8.00 P. M. 9.45 P. M. 11.20 P. M. 12.09 night. Way Passenger

Pacific Express

11:20 P. M.
Pacific Express

12:09 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8

day night passengers will leave I all described a colock.

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. 116 Market street.

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express 3 10 A. M.
Philadelphia Express 6 30 A. M.
Erle Mail 6 30 A. M.
Paoli Accommodat'n, 8 20 A. M., 3 50 and 6 25 P. M. Pacific Express
Parkesburg Train
Past Line, Buffalo Express
Parkesburg Train
Past Line, Buffalo Express
Past Line, Buffalo Express
Past Line, Buffalo Express
Past Line, Buffalo Express
Past Express
Pa Lancaster Train

Erie Express

Nouthern Express

Lock Haven and Elmira Express

Pacific Express

Harrisburg Accommodation

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.

No. 961 CHESNUT Street,

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

owner, unless taken by special contract.

A. J. CASSATTS,

4 29 General Superintendent, Altoona, Pa.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
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 Baltimore, stepping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

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

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, Newpert, Stanton, Newalk, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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

Passengers for Fortress Menroe and Norfolk will take the 12'00 M. train.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate

stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Fhiladelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Cental Railroad.

7-00 A. M. and 4-30 P. M. trains for Battimore Con-ral Raliroad.

From Baltimere to Philadelphia.—Leave Balti-more 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 Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leit West Grove at 3.55 P. M.

Through tickets to ail points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
On and after THURSDAY, April 21, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1-20, 2, 3½, 8½, 4, 4½, 5-05, 5½, 6, 8½, 7, 8, 9-20, 10-05, 11, 12 P. M.

Leave Germantown 6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M., 1½, 2, 3, 3.50, 4½, 5, 5½, 6, 6½, 7, 8, 9.20, 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

Leave Germantown at 81/4 A. M., 1, 8, 6, and 91/4 CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3%, 3, 7, 9 20, and 11 P. M. Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M., 140, 3:80, 5:40, 6:46, 9, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 934 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

Passengers taking the 6.65, 9, and 10.50 A. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOOKEN AND NORRISTOWN.

FOR CONSHOHOUKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 0, and 11 05 A. M., 1%,
3, 4½, 4, 5½, 6½, 8 06, 10, and 11% P. M.

Leave Norristown 5½, 6 25, 7, 7%, 8 50, and 11 A.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

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

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 1105 A. M. 126

FOR MANAYUNK.

Leave Philadelphia 6, 734, 9, and 11-05 A. M., 134,

8, 434, 5, 534, 634, 8-05, 10, and 1134 P. M.

I cave Manayunk 6, 6-55, 734, 8 10, 9 20, and 1134

A. M., 2, 334, 5, 634, 834, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 234, 4, and 734 P. M. leave Manayunk 7% A. M., 2%, 4, and 7% P. M. PLY MOUTH RAILROAD.

PLV MOUTH RAILROAD.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Plymouth 6¾ A. M. and 4½ P. M.

The 7¼ A. M. train from Norristown will not stop at Mogee's. Potts Landing, Lomino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Conshohocken.

Passengers taking the 7, 9-65, and 11 A. M. trains from Ninth and Green streets will make close connections with the trains for New York at Inconnections with the trains from New York tersection Station.

The 11 A. M. and 6 P. M. trains from New York connect with the 2 and 9 20 P. M. trains from Germantown to Ninth and Green streets.

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

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

OXFORD at 6-05 A. M., 10-25 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-20 P. M., 4-45 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 Superintendent. General Superin

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM WALBUT STREET WHARP.

At 5:30 A. M., vis Camden and Amboy Accom. \$2-25 At 6:30 A. M., via Camden and Amboy Accom. \$2.25 At 8 A. M., via Camden & Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Express. 3:00 At 3:30 P. M., via Camden and Jersey City, Accommodation. 225 At 6 P. M., for Amboy and Intermediate stations. At 0:30 A. M., 2 and 3:30 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and D. B. E. R. At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for At 8 and 10 A. M., 12 M., 2, 8:30, 5, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 2:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street

Ferry (upper side).

BROW KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 4 P. M. for hysical At 7:30 A. M., 2:30 5, and 6 P. M. for Morrisville and Tullytown. and Tullytown.
At 7 30 and 10 45 A. M., 2 30, 4, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 1, 5 15, and 7 30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 45 A. M., 1, 2 30, 4, 5 15, 6, and 7 30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford

PROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.
At 7, 9.30, and 11 A. M., 1.20, 2.45, 6.45, and 12 P.
M., New York Express Lines, via Jersey City.
Fate, \$3.25.
At 11.30 P. M., Emigrant Line. Fare. \$2.00.
At 7, 9.30, and 11 A. M., 1.20, 2.45, 5.45, and 12 P.
M. for Trenton. M. for Trenton.
At 7, 9-80, and 11 A. M., 6-45 and 12 P. M. for Bristol. Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Junction, 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 RALLROAD ILINES.

BELVIDERE DELAWARE RALLROAD LINES.
FROM KENSINGTON DEFOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations.
CAMLEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTS FOWN RAIL-ROEDS.

At 7 and 10 A. M., 1, 215, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Metchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6.30 P. M. for Lumberton and Medford. At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystewn. Sharon, and Hightstown.
May 9, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LI-HIGH AND WYOMING VALLEYS, NORTHEFN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washing-

ton.
At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE BALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in

WAY for Bullalo, Miagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Fesex Railreads.

N. J. Central and Morris and Fssex Railreads.

11 A. M. (Accemmodation) for Fort Washington.

1-15, 3-30, and 5-20 P. M., for Abington.

1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pitteton, and Hazleton.

2-30 P. M. (Accommodation) for Doylestown.

At 2-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. Mauch Chunk.

4.15 P. M. (Mail) for Doylestown. 5.00 P. M. for Bethlehem, Easton, Allentown. and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.30 P. M. (Accommodation) for Fort Washington.
The Flith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Langdale at 7:30 A. M., 4:40 and 7:05 P. M. Langdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

Abington at 235, 4-55, and 6 45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 3) A. M.
Philadelphia for Doylestown at 200 P. M.
Philadelphia for Fort Washington at 8 39 A. M. and 7:00 P. M. Loylestown for Philadelphia at 6:39 A. M.

Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. M.

and 8-10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS OLARK, Agent. THILADELPHIA AND ERIE RAILROAD The trains on the Philadelphia and Erie Rail-

road run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

9:35 P. M. Williamsport - 740 A.M.
arrives at Erie - 8:20 P. M.
ERIE EXPRESS leaves Philadelphia 11:40 A.M.

ELMIRA MAIL leaves Philadelphia 1000 A. M.

ELMIRA MAIL leaves Philadelphia 150 A. M.

Williamsport 600 P. M. " W.lliamsport 6:00 P. M arrives at Lock Haven 7:20 P. M MAIL TRAIN leaves Erie - 8 40 A. M. Williamsport - 9 25 P. M.

AAIL TRAIN leaves

Williamsport

Williamspor BUFFALO EXP. leaves Williamsport 12 26 A. M. Harrisburg - 5 23 A. M. arrives at Philadelphia 9 26 A. M.

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

ALFRED L. TYLER, General Superintendent,

WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at 8'60 A.M., Mail for Bridgeton, Salem, Millville,

8°00 A.M., Mail for Bridgeton, Salem, Millville, Vinciand, Swedesboro, and intermediate stations. 11 46 A. M., Woodbury Accommodation. 8°15 P. M., Mail for Cape May, Millville, Vincland, and way stations below Glassboro, 3°50 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5 45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR UAPE MAY. (Saturdays only.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 A. M.

Leave Cape May 1·10 P. M.

Freight Train leaves Camden daily at 12 o'clock noon. 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 hiladelphia and all stations.
3 15 WM. J. SEW LL, Superintendent.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Gonestora Ticking, etc., 235 CHESNUT Street, Philadelphia, 1 wimi

AUD TION BALES,"

M . THOMAS & SONS, NOS. 189 AND 16

NEAT HOUSEHOLD FURNITURE.

French Plate Pier Mirror, Fine Velvet and other CarPlate Pier Mirror, Fine Velvet and other CarMay 23, at 10 o'clock, the superior walnut parlor and
dining room furniture; ciled walnut and managany
chamber furniture; fine French plate pier mirror; fine
feather bed and culed hair mattresses; china; glassware;
cooking utensils, etc.

520 2t

BUNTING, DURBOROW & CO., AUCTION-BARK Street. Successors to John B. Myors & Go.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, May 23, at 10 o'clock, on four months' credit. 5 17 5t SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO May 24, at 10 o'clock, on four months' credit. 5 18 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIO DRY GOODS.
On Thursday Morning,
May 26, at 10 o'clock, on four months' credit. 5 20 5t SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS, B. SCOTT, Jr., Auctionser, No. 1117 CHESNUT Street, (Girard Row),

M. DEGINTHER'S LAST SALE

OKLEBRATED FURNITURE,
On Saturday,
1969 Chesnut street, the remainder of Mr. Deginther's elegant stock, without reservation or regard to cost. This is positively Mr. Deginther's last, as he leaves for sucrifice.
Oatalogues ready Friday, P. M.

1t

STILL ANOTHER GREAT FURNITURE SALE.
We have received instructions from Measure. RICH-We have received instructions from Messra. RICH-MOND & CO., of No. 45 S. Second street, owing to a dissolution of the long established firm to offer at public sale their enormous stock of fine Furniture, amounting to \$50,000.

On Wednesday and Thursday, May 25 and 26, at 10 o'clock A. M. each day. Particulars hereafter.

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Minor.

IMPORTANT SALE OF FINE FURNITURE AND UPHOLINTERY.

Preparatory to putting up a new front and otherwise improving his store,

Mr. JOHN M. GARDNER,

No. 1316 Chesnut street,

will (in order to make room for these improvements)

OFFER AT PUBLIC SALE,

On Monday Morning,

May 23, at 10 o'clock, at his Warerooms, a selection of the THE FINEST CABINET FURNITURE & UPHOLSTERY

The styles are the newest and choicest. The quality and finish cannot be excelled.

To verify these facts it is only necessary for parties intending to purchase to call and examine the Stock.

THE ASSORTMENT embraces of call and examine the Stock.

THE ASSORTMENT embraces drawing room and parlor suits, with coverings of the richest brocatelles, satins, satin damasks, plushes, silks, and terries; a variety of the most elaborate chamber, dining room, ilbrary, and hall suites.

AN OPPORTUNITY presents itself in this sale to those desirous of purchasing the HIGHEST ORDER OF CABINET WORK

AT AUCHION PRICES which may never occur again.

The furniture will be ready for examination two days previous to sale, with catalogues.

Sale No. 1806 Content again.

Sale No. 1806 Coates street. ELEGANT EBONY DRAWING ROOM SUIT, HAND-

some Walnut Chamber Surniture, Fine French Plate Mantel and Oval Mirrors, Handsome English Brussels Carpets, Spring Mattresses, Cut Glassware, Fine Plated Ware, Etc. Ware, Etc.
On Tuesday Morning,
24th inst., at 10 o'clock, at No. 1846 Coates street, by
estalogue, the entire handsome household furniture, etc.
May be seen early on the morning of sale.
5 18 5t

THOMAS BIRCH & SON, AUCTIONEERS OHESNUT Street, rear entrance No. 1107 Sausom street,

NEAT HOUSEHOLD FURNITURE. BRUSSELS
AND OTHER CARPETS.
On Monday Morning.
May 23, at 10 o'clock, at 7 o. 319 George street, first street above Beaver, will be sold the entire household furniture of a family declining housekeeping, comprising walnut parlor suit, hair cloth; cottage chamber suit, marble tops; Brussels and other carpets; dining room and kitchen furniture, etc. furniture, etc.

May be examined early on morning of sale.

5 20 26

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

Public sales of Furniture at the Auction Rooms, No. 1219 OH ESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

LIPPINCOTT, SON & CO., AUCTIONEERS

LARGE SPECIAL SALE.
On Monday,
May 23, 2000 cases boots and shoes. Sheriff's Sale.
On Monday,
May 23, 1870, by order of the Sheriff, the entire stock of a wholesale hosiery, glove, and notion house, to which the special attention of the jobbing and retail trade is called.

520 2t

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

N LOUISVILLE KY W. GEORGE ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO. AUCTIONEERS (Established ESS).

AUCTIONEERS AND COMMISSION MERCHANTS.

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 auction sales of dry goods, clothing, carpete notions, etc., every Wednezday and Thursday. [3 19 6m] RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

for PORT DEPOSIT at 7 A. M. and 4:30 P. M. For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 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 6 65 A. M., and leaving Port
Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND FRACTICAL BOILER WORKS.—NEAFIE & LEVY.
FRACTICAL AND THEORETICAL ENGINEERS.
MACHINISTS. BOILER MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and lew 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, Rives, and Stationary; having sets of patterns of different sizes, 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 Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turning Serew Cutting, and all other work connected with the above business.

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

The subscribers have ample wharf dook room for repairs of boats, where they can lie in perfect safety, and are provided with absars, blocks, falls, etc. etc., for raising heavs or light weights.

JACOB C. NEAFIE.
JOHN P. LEVY. PENN STEAM ENGINE AND

JACOB O. NEAFIE.
JOHN P. LEVY,
BRACH and PALMER Sirects. GIRARD TUBE WORKS AND IRON CO.

JOHN H. MURPHY, President, Manufacture Wrought Iron Pipe 1

TWENTY-THIRD and FILBERT Streets. OFFICE AND WAREHOUSE, No. 42 North FIFTH Street.

HILL'S PATENT REVENUE STAMP CANCELLER.

The latest and most perfect improvement, adopted by the United States Government, and warranted superior to all others in market. Patent Indicators for Day, Month, and Year Wheels. Perfectly simple, compact, and durable. The only Stamp with Indicator for Dates. If you want the best, call for this and take no other. Price, complete, \$10, Travelling and local agents wanted.

D. M. TOWNSEND. No. 217 S. THIRD Street, corner of PEAR, Philadelphia