#### AUSTRALIA.

Fearful Floods and Droughts-Whole Towns Submerged. Advices from Melbourne, dated as late as the 29th of March, and received by mail from Europe, give accounts of the most distressing inundations throughout the settlements of New South Wales and Queensland. The inhabitants of those regions declare that the overflow of the rivers and torrents and the destruction of life and property exceed anything ever known before, even in Australia, the quarter of terrible floeds. In New South Wales several of the great streams rose more than twenty feet above their usual level in a few hours, and swept everything before them, swamping farm lands, bamlets and villages and drowning men and cattle whole-sale. In the vicinity of Windsor, for instanceplace is a small town at the foot range of mountains-the entire face of the country was inundated for miles and miles, and every living thing exposed in the plains and unable to reach the higher grounds among the hills in time perished. In Queensland several of the larger towns were half submerged, and the inhabitants were compelled to seek refuge in the churches and school-houses. The gold mines of several districts were filled with water, and the works almost utterly rained. The suffering and the derangement of business, and even the interruption of all communication occasioned by these floods, are fearful to contemplate. The rains that chiefly led to this calamity continued from early in March until towards the close of that month; and it seemed as though indeed the windows of heaven had been opened, so that many good people, in their superstitious terror, began to tremble at the idea that a second deluge had come upon the earth. Yet while these inundations were thus devastating New South Wales and Queensland and causing incalculable loss, at Melbourne and in almost every part of the colony of Vletoria the most unaccountable drought prevailed, and had continued for several months, until the soil had become hardened and almost baked, so that not a blade of grass would grow, and the fine cattle of the region began to die off in all directions of hunger and thirst. The effect of this singular contrast of overflow and parching dryness is deplorable. Death, sickness, and destitution are everywhere destroying the flocks and herds, and reducing the population so terribly that it will take years for the ravaged districts to regain their former flourishing appearance and substantial The European correspondents who mention this visitation add that a statement of the losses inflicted would fill column after column of print, and that the destruction of flocks and herds, and, worse than all, of human life, has been enormous.

#### AN APACHE CAPTIVE.

A STRANGE AND ROMANTIC NARRATIVE. In 1857, a little boy of nine years, going to school near San Xavier, in Mexico, was captured by the Apaches in open day, with two of his school mates, and taken into Arizona, a thousand miles northward. One of the boys was murdered on the way, having got too sick to travel; the other was subsequently sold to New Mexicans. The little boy with whom we are concerned, Jose Marie Mendivil, remained a captive with the Apaches, in the Sierra Morgullon, for seven years. One day in May, 1864, he found himself in the vicinity of a detachment of American troops under Captain Thayer, in Arizona, and he surrendered himself to the detachment. The soldiers were about to shoot him for an Apache, as he was painted and naked, and had a bow and a quiver of arrows. But he stooped down and wrote his name in the sand, whereupon all doubts of his being a captive vanished, and he was cared for as an unfortunate boy. Soon after he came with Captain Quailey to this city, still unable to speak a word of English. Captain Quailey died, but before dying he requested Dr. Wooster (who had been surgeon regiment to a detachment of which Jose, 'he captive, surrendered) to take care of the orphan, friendless, homeless boy until he could find his father. Dr. Wooster induced him to learn the trade of ironing carriages, at which he worked faithfully for five years, at the end of which time his father arrived in Los Angeles-where Jose had been working a few months-and father and son met after a separation of nearly thirteen years. Soon after the father died of diptheria at Anaheim, and on his deathbed communicated to his son the state of his affairs, and placed him in possession of certain documents, which gave to

in Sonora and Lower California The young man, after the death of his father, naturally returned to San Francisco for the aid and advice of his friend, Dr. Wooster. Jose had determined to visit the city of Mexico and see the President, who he had reason to believe was an acquaintance and friend of his father, and thus see if he could not obtain possession of his rightful property. To this end he asked a letter from Dr. Wooster setting forth the above facts, and the fact that he had been honest, industrious, and of good habits since his escape from captivity. Dr. Wooster wrote such a letter to the President, all the statements in which were notoriously true in the knowledge of hundreds of persons. Distinguished gentlemen vouched for the relia-bility of all Dr. Wooster had written; but the Consul refused to certify, so the young man Jose says, more than to the genuineness of the signature of the letter, for which he collected from his unfortunate countryman the trifling sum of four dollars. The boy left for the city of Mexico on the 3d of June, and we understand Mr. Holladay tendered him a free pass to go and return on his steamers. The misfortunes of this young man deserve more than a passing notice.

him an equitable claim to considerable estates

## THE PLYMOUTH BRETHREN.

A PECULIAR PEOPLE OF LONDON. In London there is a sect called the Plymouth Brethren, so-called because they originated in Plymouth, though Dublin also claims to be their starting point. They have three places of meeting in London. A reporter of the Daily Telegraph visited one of

these, and thus describes what he saw: -"The room, which is a moderate-sized school, was filled with a congregation of evident habitues, a very small portion at the bank being railed off for those not in communion.' The service consisted principally of the singing of a large number of hymns, without instrumental accompaniment of any kind, and the reading of Scripture. There is nothing in the shape of pulpit or readingdesk, nor any person occupying the position of minister or president. There was, I suppose, some preconcerted arrangement as to who should, read, pray, or give out the bymn; but, to an outsider, it appeared that any of the brethren took part without premeditation. Between each portion of the service there was a long pause of several minutes, during which the congregation sat with eyes closed, seemingly engaged in private prayer. The special object of the morning assembly was "the breaking of bread." This was done in the most homely manner possible. Several loaves of home-made bread were placed, in common plates, on a table in the centre of the room, divided into quarters, and passed round the benches; each member helped himself or herself to a portion, literally 'breaking' it off the quarter loaf. The wine passed round in like manner, in large common tumblers; the administration of each element being preceded by prayer. It was a

simple ceremony; but the idea could not fail to strike one that its very homeliness made it a closer representation of the original supper in the long upper room and the daily breadbreakings of apostles than the gorgeous mass with all its sensuous adjuncts. After the communion-as I suppose one may term itfollowed another hymn, sang to the tune of 'God Save the Queen.' With this imagined the proceedings would have closed, as I had been told there would be no sermon; but a sort of sermonette was introduced, it seemed-and, I believe, really wason the spur of the moment. It was delivered by a very humble brother indeed, in homely and not always accurate English; but he displayed minute knowledge of Scripture, and was intensely earnest-as indeed the whole service had been-consisting, I am sure, as the preacher kept telling us, of 'thoughts that had been pressing in upon his own soul.' The two concluding prayers were offered by gentlemen of a very different mental calibre; and the congregation evidently numbered many persons of position and education. The names of 'intending and accepted brethren' were then read, together with one who sought restoration, and another who proposed to take to himself a sister, and so the proceedings terminated, without, as will be evident, anything having transpired to inform one as to the special doctrines of the body. As I emerged from the Priory I saw the congregation coming out of Unity Church, Upper street, where Baboo Keshub Chunder Sen had been enlightening the barbarians on the doctrines of the Bramo Somaj; whilst, a little lower down, another was beginning to besiege the doors of Agricultural Hall, where Ned Wright was to preach to the workingmen. Quot homines tot sententia. There exists a schism from this body, occupying a position sufficiently important to justify a place in these papers; and the delineation of the offshoot will serve to bring into greater prominence still the distinguishing doctrines of the parent stock."

### THE FIELD OF MANASSAS.

A correspondent of the Charleston News. after sketching the appearance of the great battle-field during the war, has the following upon its present condition:-

From this terrible waste and ruin let us turn to a fairer sight—the Manassas of to-day. It is a pretty village of overahundred houses, grouped about the depot, with broad streets in good condition, lined with residences, stores, smithies, and all the offices of a considerable population. Many of these houses are neat and tasty, some are even elegant, and the hotel is a pleasant, spacious one indeed, while queenly religion has built her temple on a grassy lawn at the end of a fine street.

The inhabitants are mostly from the North -a sturdy, hard-working yeomanry, bringing down those habits of industry and sobriety which have made a garden land of even cold and rocky New England. Their principles are also of the North, but this does not seem to trouble the goed Virginians who have settled among them, for they are not making a political colony. They came down on the borders of the sunny South to make homes for themselves, not to become effice-holders. So the fields, as far as the eye can reach, are under cultivation, the young wheat is breaking through the ground, and all the busy activities of the farm are in cheerful progress.

Young trees are slowly growing up to mitigate and soften the present bald aspect of the place, the germs of future gardens brighten here and there in spots of floral brilliance and beauty, new houses are rising on newlyacquired estates for the homes of future generations of thrifty Virginians, and a smart little local paper dispenses the tidings of the day, and indulges in occasional strains of prophetic enthusiasm which would be worthy of Duluth or Omaha.

FRENCH WOMEN BEFORE THE REVOLUTION .-We find in the Revue Populaire de Paris for May a very interesting article on the condition of women in France before the first Revolution, by Mdlle. Julie Daubie, who lately had the honor of a letter from Mr. Stuart Mill. The social status of women at that period was far from unenviable; the cloister itself was a protection to them. There were, at the pinnacle, abbesses, "feudal ladies that converted their croziers into sceptres." Some abbeys, like that of Remirement, had upwards of 300,000 livres per annum, an income which at present would be represented by double that figure at the least, and which provided rich prebends for canonesses, who were always free to exchange their privileges for civil life. Large sums had been set aside for ages with a view of providing poor girls with marriage portions. Louis IX devoted upwards of 2,000,000 fr. (present value) to this purpose. Until 1790 the sum of 24,000 livres was annually expended by the State. The various guilds and corporations educated the female orphans of their members at the common expense, and granted sums to the journeymen inclined to marry them. Municipalities and private persons joined in this good work. In matters of trade feminine labor was regulated by prudes-femmes, who had the supervision of female apprenticeships; and in mixed callings, such as those of tailors and sempstresses, there was an equal number of overseers of each sex.

### GROCERIES, ETO. TO FAMILIES RESIDING IN THE

RURAL DISTRICTS. We are prepared, as heretofore, to supply families at their country residences with every description of FINE GROCERIES, TEAS, Etc. Etc.

ALBERT C. ROBERTS, Corner ELEVENTH and VINE Streets.

A LPINE SAUCE-PREPARED BY AN OLD A caterer, pure, wholesome, appetizing; pronounced by good judges the best table sauce in the market. SEL SER & BRO., No. 30 N. WHARVES, Philadel

CLASS AND QUEENSWARE. 5 V I N E S T R E E T.

MRS. E. ROWLAND'S

CHINA, GLASS, AND QUEENSWARE

EMPORIUM

No. 1115 VINE STREET. 521 1m

PAPER HANGINGS, E I C. LOOK! LOOK!! LOOK!!!—WALL PAPERS

and Linen Window Shades Manufactured, the
chapest n the city, at JOHNSTON'S Depot, No. 1033

SPRING GAKDEN Street, below Eleventh, Branch, No.
307 FEDERAL Street, Camdec, New Jersey.

# Corn Exchange Bag Manufactory JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts ROPE AND TWINE, BAGS and BAGGING, for Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. 25

T H O M A S S I M O N S,
(Successor to Henry Simons),
U.S. NATIONAL
WAGON AND COACH WORKS,
OFFICE, No. 223 NEW MARKET STREET.
Wagons, Carts, Drays, Wheelbarrows, Timber, Wheels,
etc. All work warranted.
Orders promptly attended to.

62 lm

JET GOODS, NEWEST STYLES DIXON'S

### RAILROAD LINES.

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

At 830 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jorsev City. At 6 P. M., for Amboy and intermediate stations. At 6 30 A. M., 2 and 5 30 P. M. for Freehold. At 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3-30, and 5 P. M. for At 6 8, and 10 A. M., 12 M., 2, 3:30, 5, 5, 8, and 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Kiverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

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

Ferry (upper side). PROM KENSINGTON DRPOT.
At 7:30 A. M., 2:30, 8:30, 5, and 6 P. M. for Trenton and Bristol, and at 10.45 A. M. and 4 P. M. for At 7:30 A. M., 2:30 5, and 6 P. M. for Morrisville 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., 12 30, 6 15, and 7 30 P. M. for Bustle-

ton, Holmesburg, and Holmesburg Junction. At 7 and 10 46 A. M., 12 30, 2 30, 4, 5 15, 6, and 7 30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOP. Via Connecting Railroad.

At 7 and 9:20 A. M., 12:45, 2:45, 6:45, and 12 P. M.,
New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 2:45, 6:45, and 12 P. M. At 7 and 9:30 A. M., 12 45, 6:45 and 12 P. M. for 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.
BELVIDERS DELAWARE RAILROAD LINES. At 7:30 A. M. for Nisgara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 335 P. M. for Scranton, Strougsburg, Water Gap. Belvidere, Easton, Lambertville, Flemington, etc. The \$30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At & P. M. from Kensington Depot, for Lambert-ville and intermediate stations. COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. PROM MARKET STREET 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 Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6:20 P. M. for Lumberton and

At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemterton.
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, Im-

laystown, Sharon, and Hightstown.
May 20, 1870. WM. H GATZMER, Agent.

PHILAPELPHIA, WILMINGTON, AND BAL-TIME TABLE, COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mali Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Rallroad 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 Rail-

Express Train at 11.45 A. M. (Sundays excepted), fer Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chestor Thurlow, Linweod, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Maguolia, Chase's and Stemmer's Run. Night Express at 11'80 P. M. (Dally), for Balti-

more and Washington, stepping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11.45 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 5-00, and 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00. and 7:15 P. M. The 8:10 A. M. train will rot stop between Chester and Fniladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-commodation 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 Cen-From Baltimore to Philadelphia .- Leave Baltimore 7-25 A. M., Way Mail; 9-00 A. M., Express; 2-25 P. M., Express; 7-26 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perrynan's, Aberdeen, Havre-de-Grace, Per-

ryville, Charlestown, North East, Blkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 8 05 P. M.

Through tickets to all 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 he 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 AND ERIS RAILROAD.

SUMMER TIME TABLE.
On and after MONDAY, May 33, 1870, the trains on the Philadelphia and Brie Railroad run as follows from Pennsylvan's Railroad Dapot, West Philadelphia:-WESTWARD.

MAIL TRAIN leaves Philadelphia - 10 29 P. M.

Williamsport - 8 00 A. M.

ERIE EXPRESS leaves Philadelphia 10 50 A. M.
Williamsport - 8 15 P. M. arrives at Eric ELMIRA MAIL leaves Philacelphia 700 A. ld.
Williamsport 600 P. M. " Williamsport 6-90 P. M. arrives at Lock Haven 7-20 P. M. BALD EAGLE MAIL leaves Williamsport - - 1-80 P. M. arrives at Lock Haven - - 2 45 P. M. BASTWARD.

MAIL TRAIN leaves Erie - 8-50 A. M.
Williamsport - 9-25 P. M.
arrives at Philadelphia 6-20 A. M.
ERIE EXPRESS leaves Erie - 9-00 P. M.
Williamsport 8-15 A. M.
arrives at Philadelphia 6-39 P. M. ELMIRA MAIL leaves Williamsport - 9 46 A arrives at Philadelphia 9 50 P BUFFALO EXP. leaves Williamsport 12 25 A. M.

"Harrisburg - 6 23 A. M.

"Arrives at Philadelphia 9 25 A. M.

BALD EAGLE MAIL leaves L. Haven 11 35 A. M.

"Arr. Williamsport 12 50 P. M.

BALD EAGLE EX. leaves Lock Haven 9 35 P. M. BALD EACLE EX. leaves Lock Haven 9:35 P. M.
" arr. Williamsport 10:50 P. M.
Express Mail and Accommodation, east and west.
connect at Corry, and all west bound trains and
Mail and Accommodation east at Irvineton with
Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN.
General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-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 Washington avenue...
For PORT DEPOSIT at 7 A. M. and 4 30 P. M. For OXFORD, at 7 A. M., 4 80 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 +30 P.
M., leaving Oxford at 6 % A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2 RAILROAD LINES.

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

west, and the Capadas.

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1879.

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 6:35 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-llamsport, Elmira, Rochester, Niagara Falis, Buf-faio, Wilkenbarre, Pittston, York, Carlisle, Cham-

bersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Fennsylvania Railroad trains for Allentown. eto, and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at POUT CLINTON with Catawissa Railroad trains for William-port, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Cham

bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelpnia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Ratiroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in rhiladelphia at 8:40 A. M. beturning, leaves Philadelphia at 4:00 P. M: arrives in Pottstown at 6:18 P. M.
READING AND POTTSVILLE ACCOMMODA
Leave Pottsville at 5:40 A. M. and 4:20 P. M., and
leading at 7:50 A. M. and 9:35 P. M., stopping at
all way stations; arrive in Philadelphia at 10:20 A.
M. and 0:26 P. M.
Returning

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7.66 P. M., and at Pottsville at 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 7 15 A. M. said Harrisburg at 4 10 P. M. Connecting at heading with Afternoon Accommodation routh at 6 25 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-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 7-39 A. M., 12-30, and 4-00 P. M. traits from Philadelphia. Returning from Downingtown at 5-20 A. M., 12-45, and 5-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenkryille take 7:30 A. M., 12:20, 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 Col-

legeville 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 Heading at 145 and 1005 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Hailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, e.c.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 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 6-90 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 4:50 P. M., returning from Tamaqua at 8:35 A. L., and 1.40 and 4 60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg and at 12:05 noon for Pinegrove, Trement, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trement at 6 25 A. M. and 5.05 P. M. TICKETS,
Through first-class tickets and emigrant tickets

o all the principal points in the North and West and Canadas.

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. Fourth street, I biladelphia, or of G. A. Nicolis, General

Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$47.00 each, for familles and SFASON TICKETS.—For one, two, three, six, 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 cards entitling themselves and wives to tickets at hall 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 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanor, Harrisburg, Pottsville, Port Clinton, and BAGGAGE.-Dungan's Express will collect

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

W EST 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:-FROM PHILADELPHIA.

45 A.M., for B. C. Junction, stops at all stations, 115 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. 4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 8:20 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

Stations.
6 75 P. M. for West Chester stops at all stations.
11 20 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 25 A. M. from B. C. Junction stops at all stations.
6 50 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). con tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Fort Deposit, and all stations on the P. & B. C.

8-15 A. M. from B. C. Junction stops at all stations. 10:00 A. M. from West Chester stops at all stations. 1:00 P. M. from B. C. Junction stops at all stations. 1:05 P. M. from West Chester stops at all stations. 4.55 P. M. from West Chester stops at all stations connecting at B. C. Junction for Oxford, Kennett connecting at B. C. Junction for Oxford, Rennett,
Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-60 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stop-

mences running on and arter state 1st, 1ste, 2st, ping at all stations.

ON SUNDAYS,

8-05 A. M. for West Chester stons at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2-30 P. M. for West Chester stops at all stations.

7-50 P. M. from West Chester stops at all stations.

7-50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 29, 1870. The trains of the Pennsylvania Central Railroad 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

Sleoping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street,

Mail Train TRAINS LEAVE DEPOT. Paoli Accommodation . 12:50 and 7:10 P First Line 12:56 and 7:10 P. M.
Eric Express 11:00 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 4·10 P. M. 5·30 P. M. 8·00 P. M. 10·30 P. M. Parkesburg Train 5-30 P. M.
Cincianati Express 8-00 P. M.
Erie Mail and Pittsburg Express 10-30 P. M.
Way Passenger 11-30 P. M. 

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-

cured and baggage delivered by 5 P. M. at No. 116 Sunday Train No. 1 leaves Philadelphia at 8-49 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.; arrives at Paoli at 7:40 P. M.; Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

Philadelphis at 6 10 P. M.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express 3 10 A. M.
Philadelphia Express 6 30 A. M.
Erie Mail 6 30 A. M.
Paoli Accommodat'n 8 26 A. M. and 6 40 P. M.
Parkesburg Train 900 A. M.
Fast Line and Buffalo Express 935 A. M.
Lancaster Train 12 55 P. M.
Erie Express 5 40 P. M.
Lock Haven and Elmira Express 940 P. M.
Facific Express 285 P. M.
Harrisburg Accommodation 940 P. M.
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Explanation of the property of the

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing 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. CASSATT,

4 29 General Superintendent, Altoona, Pa.

ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EIN PENNSYLVANIA, SOUTHERN AND INTHRIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

These effect New 18, 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. At7.35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waveriey, and in connection with the ERIE RAIL WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem. East on, Allentown, Mauch Chunk, Williamsport, Wilkesbarre,
Pittston, Scranton. Hackettstown, Schooley's
Mountain, and N. J. Central and Morris and Essex hailreads.

11 A. M. (Accommodation) for Fort Washington. 115, 330, and 520 P. M., for Abington. 125 P. Bi. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

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 Fifth 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 Dovlestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and Abington at 2:35, 4:55, and 6 45 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M. lestown for Philadelphia at 6:30 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 CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3\frac{1}{2}, 3\frac{1}{2}, 4, 4\frac{1}{2}, 5 \cdot 05, 5\frac{1}{2}, 6, 6\frac{1}{2}, 7, 8, 9, 10 05, 11, 12 P. M. 12 P. M.
Leave Germantown 6, 6.55, 7½, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 6, 5½, 6, 6½, 7, 8, 9, 16, 11 P. M.
The 8.20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS

Leave Philadelphia at 91/4 A. M., 2, 4.05, 7, and Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3%,

5%, 7, 9, and 11 P. M Leave Chesaut Hill 7:10, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 6:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 94 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4½, 4, 5½, 6½, 8 08, 10, and 11½ P. M.
Leave Norristown 5½, 625, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
ON SUNDAYS.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

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

Leave Philadelphia 9 A. M., 1, 5¾, and 9 P. M.

FOR MANAYUNK.

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

I cave Manayunk 6, 6°55, 7½, 8 10, 9°20, and 11½
A. M., 2, 3½, 5, 6½, 8%, and 10 P. M.

(NN SUNDAYS.

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

Leave Philadelphia 9 A. M., 1½, 6¼ and 9½ P. M.

PLYMOUTH KAHROAD.

Leave Philadelphia 5 P. M.

Leave Philadelphia 5 P. M.

Leave Philadelphia 5 P. M.

Leave Phymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogree's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissinoming, Manayunk, Gieen Tree, and Conshohocken.

Passengers taking the 7, 9°05 A. M. and 6¼ P. M. trains from Ninth and Green streets will make close

trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 3 P. M. trains from Germantown to Ninth and Green streets.

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

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave

TRAINS FOR PHILADELPHIA leave
PORT DEFOSIT 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 30 P. M.,
CHADD'S FORD at 7 26 A. M., 12 00 M., 1 30 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
aspec.
HENRY WOOD, HENRY WOOD,

AUD TION SALES, M. THOMAS & SONS, NOS. 189 AND 16

FINE OIL PAINTINGS, RAKE ENGRAVINGS, FURNITURE, ETC.

To be sold

To be sold

On Friday Morning,
June 10, 1870, at 11 o'clock, in the second story salesroom
of the Auction Store, South Fourth street, comprising
originals of Leutze, 8 rimmel, Cropsey, Dongity, Shaleken,
Van der Velde, Seymour, Bonfield, etc. Rare Kugravings
and Fraiture. and Fu-niture.

New arranged for examination with catalogues. 673t.

DUNTING, DURBOROW & CO., AUCTION-BACK street. Successors to John B. Mysrs & Co.

LARGE SALE OF CARPETINGS, 500 ROLLS
WHITE, RED CHECK AND FANCY CANTON
MATTINGS, RTC.
On Friday Morning.
June 10, at 11 o'clock, on four months' credit, about 200
pieces ingrain, Venetian, list, hemp. cottage, and rag
carpetings. Canton mattings, oil cloths, etc. 6 4 5t

LARGE SALE OF FRENCH AND OTHER EURO
FRAN DRY GOODS.
On Monday Morning.
June 13, at 10 o'clock, on four months' credit, including a special and very attractive sale of 800 carrons Bonnet Ribbons and 200 carrons Sash Ribbons, by order of Mesers.
Rutter, Luckemeyer & Co., the importation of MESNRS, SOLELIAO FRERES, their closing sale of the season, comprising Full line of No. 13¢ to 22 corded edge ribbons.
Full line of No. 2 to 60 all boiled edge ribbons.
Full line No. 13¢ to 12 colored, white and black satin ribbons.

ribbons.

Full line of No. 3 to 100 all boiled black ribbons.

Also, attractive assortment of rich brocke, crochete, and eccessas poult de sole ribbons. Also, attractive assorting and coessais poult de sois ribbons.
Also, 2.0 cartons rich sash ribbons, just landed, consisting of heavy qualities black all boiled and gros grain, and colored faille in choice colors.

Particular attention is requested to this sale, as it will comprise an elegant assortment of ribbon\* now landing.

67.5t

SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, TRAVELLING BAGS, ETC.
On Tuesday Morning,
June 14, at 10 o'clock, on four months' credit. 6854

PEREMPTORY SALE AT No. 45 S. SECOND ST.

STOCK OF
RICHMOND & CO., DECLINING BUSINESS
ELEGANT PARLOR, DRAWING-ROOM, CHAMBER,
LIBRARY, SITTING-ROOM, AND DINING-ROOM
FURNITURE, IN EVERY VARIETY.

On Friday Morning.

June 10, at 10 o'clock, at No. 45 S. Second street, above
Chesnut, will be sold without reserve or limitation, the
entire remaining stock of Messes, RICHMOND & CO.,
retiring from busness, comprising about \$15,000 worth of
superior Cabinet Furniture, including—Elegant parlor
suits, covered with fine plushes, tery, and haircloth;
handsome chamber suits, of the latest designs and finish;
elegant bookcases; secretaries; centre tables; bouquet
tables; reception chairs; dining room furniture; elegant
and ordinary sideboards; extension tables; cottage chamber suits; elegant wardrobes; ladies' wardrobes; easy and
arm chairs; fine spring mattresses; hall stands; etageres;
buy eaus; cane eat work; etc.

The work may be examined at any time.

uresus; cane eat work; etc. The work may be examined at any time. Catalogues ready on morning of sale.

VALUABLE COLLECTION OF HIGH-PRICED BOOKS.

On Friday Afternoon,
June 10, at 4 o'cicck, at the auction rooms, No. 704
Chesnut street, a valuable collection of high-priced books. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

SUPKRIOR HOUSEHOLD FURNITURE, LARGE AND SMALL MANTEL, PIER, AND CHAMBER GLASSES. Four Reseweed Planes, Small Billiard Table and Balls, Decorated China Tollet Sets, Cjothes Hampers, Secondhand Furniture, China, Glassware, Stores, Hair and Spring Mattresses, Several Cottage Suits, etc.

At 9 o'clock, at No. 1119 Chesnut street, will be sold by atalogue, a very large assortment of first class Cabinet Furniture, by some of the best makers of our city. SECONOHAND FURNITURE.—Also, a large assort-ment of Furniture from families breaking up housekeep-ing, comprising five cottage suits and mattresses, carpets, STORE AND BUTCHERS' SCALES.—Also, at 12

o'clock, will be sold, a large invoice of store and butchers' scales, with brass and tin scoops and marble slabs. PIANO FORTES, BILLIARD TABLE, ET7.—At 1 o'clock, will be sold, four reserved pianos, by Schomacker and others. T. A. MCCLELLAND, AUCTIONERR

NO. 1219 CHESNUT STREET. Personal attention given to sales of Household Furn Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday. ile CHESNUT Streest, every Monday and Thursday. For particulars see Public Ledger. N. B.—A superior class of Furniture at private sale.

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Onesh advanced on consignments without extra charge. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

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L PPINCOTT, SON & CO., AUCTIONEERS IN LOUISVILLE, KY W. GEORGE ANDERSON & CO. THOMAS ANDERSON & CO.

AUCTIONEERS AND COMMISSION MERCHANTS.
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclu-Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday.

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

RAILROAD LINES. WEST JERSEY RAILROADS. COMMENCING WEDNESDAY, JUNE 1, 1870. Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A.M., Mail for Cape May, Bridgeton, Salem, Miliville, Vineland, Swedesboro, and intermediate

stations.

11 45 A. M., Woodbury Accommodation.

3 15 P. M., Mali for Cape May, Miliville, Vineland, and way stations below Glassboro.

3:30 P. M., Passenger for Briageton, Salem, Swedesboro, and intermediate stations.

5 45 P. M., Accommodation. Woodbury, Glassboro, Glayton, Swedesbero, and way stations.

Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations. Cape May Season Tickets, good for four months from date of purchase, \$50. annual Tickets, \$100. 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.

8 15 WM. J. SEWALL, Superintendent.

ENGINES, MACHINERY, ETG.

PENN STEAM ENGINE AND PRACTICAL AND THEOREMS. HOLLER WORKS. NEAFIR & LEVY. PACTICAL AND THEOREKICAL 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, Iron Boilers, water Tanks, I ropellers, etc. etc., respectfully offer their services to it e bublic as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern making made at the shortest notice. High and Low pressure Fine Tubniar and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, iron and Brase Castings of all descriptions. Roll Turning icrew Octting, and all other work connected with the chove business.

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

The embscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with thears, blocks, fails, etc. etc., for raising heavy or light weights.

JACOB C. NRAFIR.

JACOB C. NRAFIR, JOHN P. LEVY, BRACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.

JOHN H. MURPHY, President, PHILADELPHIA, PA. Manufacture Wrought Iron Pipe And Sunaries for Plumbers, Gas and Steam Fitters. WORKS. TWENTY-THIRD and FILBERT Streets. OFFICE AND WARRHOUSE,

No. 44 North FIFTH Street. INSTRUCTION. H. CLASSICAL, SCIENTIFIC, AND COMMER-CIAL ACADEMY, ASSEMBLY BUILDING, No. 408 South TENTH Street.—A Primary, Elementary, and Finishing School, Circulars at Mr. Warburton's, No. 430

MAKE YOUR OWN SOAP.

One pound of Crampton's Imperial Laundry Soap
will make twelve quarts of handsome SOFT SOAP.

ASK YOUR GROCER FOR IT. AND TRY IT.

KOONS & RUOFF, AGENTS,

No. 32 N. DELAWARE Avenue. 63 Im

JOHN FARNUM & CO., COMMISSION MER-C) chants and Manufacturers of Conestors Ticking, etc. No. 223 CHESNUT Street, Philadelphia. 1 wfm5