"BY THE SAD SEA WAVES."

THE HOME OF THE LOBSTER. "Bellamy Brougham," who writes for a Boston weekly paper, gives this startling instance of his experience on the sea shore: -

"In a little romantic cove, a short distance up the beach, I found a haven where I could sport about in mild and laughing waters that had some respect for my inexperience, and whose crests were neither high nor warlike. I again assumed the offensive. In short, I waded in. When the waters had encircled my breast I rested, and sported in their midst, now jumping, now diving, and swimming about, being scarcely able to restrain my delight. Then again I rested my feet upon the smooth bottom of the sea, and let the minute waves play about me. Ismiled, and they smiled in return, and still my feet rested securely upon their sandy foundation. Then-I shall never forget the sensation-I felt the mammoth toe of my right foot seized, and I gave an involuntary yell which echoed along the granite cliffs and made the grazing herds stare and scatter. I hastened from the spot, but I found I had a companion, who clung to me closer than a brother, and loved me with affection warmer than the temperature of the water would seem to warrant. With indescribable anguish we walked out of the water, and when we arrived on dry land I discovered my companion to be a five pound lobster. He clung closely to me, one of his claws being knit upon my great toe in the most affectionate manner. He appeared to be a doctor among his tribe, for he was proceeding to amputate the limb. Every movement I made only increased my pain-so I waited patiently, believing the toughness of the toe would challenge both his skill and endurance. He worked steadily away. There was neither stick nor stone within reach, else I believe I should have assaulted Every movement I made looking to self-defense caused him to raise his other claw towards me in the most threatening manner. I will not worry the reader, as that lobster worried me, by a detailed description of my anguish. Gradually the skin yielded and the crimson liquid mingled with the sad waves of the sea; then a cord was severed, and he sawed through the soft flesh. I gave a gentle shake, and smiled as if to convince him that it was a good joke, but it had gone far enough, and I didn't care to have any further experience with him in that particular way-that, in short, I preferred to eat lobsters rather than to be eaten by them. But he wouldn't take the hint-not he; on the other hand, he looked savagely up into my face with his cold, green eye, menaced me with his other claw and began to saw away more vigorously at the bone. I then felt that he would be satisfied with nothing short of the whole toe. So I began to study resignation, determined to let him have it, feeling a malignant pleasure in knowing that there wasn't half the meat on it that he expected to get. He got really exasperated before he had travelled half through the bone, and my only fear was that he would go for some more promising part of my leg. But he stuck to his first love, and in a few moments more I had the satisfaction of seeing him sever it from the foot.

As the last fibre snapped, and the toe fell into his claws-a too willing sacrifice-he looked up into my face with an expression of grim satisfaction, mingled, as I thought, with a sort of pitying contempt for my helpless-Taking the several men claw, he then marched down to the water and cirappeared, doubtless to enjoy the rarest breal fast he had eaten for many a day. "I hastily dressed and started for home.

Just as I turned to leave, the lobster again appeared upon the sad sea wave, and I know from his facial expression that he was disappointed in his meal, for he came rapidly towards me, and with a hungry and savage look. I left the ravenous monster several feet from the water, not without putting my thumb to my nose and gyrating my fingers to let him know that I had got the better of him. The movement fairly redoubled his rage, and he lashed the water into foam.

"For several mornings I have attempted to bathe in the sad waves, but upon looking out upon the water I have invariably seen that lobster calmly rocking to and fro on the foaming crests. Each time have I disappointed him, when his soul would swell with rage. Whenever I put my thumb to my nose and gyrated my fingers, he would act more like a maniac than a sensible lobster. I presume, if I should venture in and endeavor to sport with him, I should gradually disappear by piecemeal, and go back to my city dissipations not more than half the man I was when

"Does anybody wonder that I anathematize the lobster, of which many are so fond? "The waves have a peculiar sadness for me. They are emphatically things of melancholy nature. I shall never come in contact with

them again without thinking that there is more in them than most people think of, among which are many thinks very wholesome to avoid."

How NITRO-GLYCEBINE IS KEPT .- A correspondent of the Boston Advertiser tells how the nitro-glycerine is kept at the Hoosac

"The 'glycerine,' as they call it, is delivered in solid form at the Shanly Magazine at the west shaft, at the central shaft and at the east end, being frozen and packed in ice. It is also sent to Connecticut and other points. The Shanlys never keep more than five hundred pounds in their magazine, and seldom more than three hundred. It is contained in earthen jars on a low bench, a thin layer of water covering the dreaded oil. The magazine is cool and pleasant, but it is not a place where one would choose to sit and smoke

during a warm afternoon. "When the requisite number of holes for a blast have been drilled at the heading in the west end, which was first visited, word is sent to the surface, and the man who handles the glycerine brings it down in little tin cans con-taining a pound and a half each. Any man may handle gunpowder in a tunnel, but only a few are permitted to touch glycerine, and they do nothing else. The cans are inserted in the drilled holes, with the ends of the exploders inserted in the cork. These exploders are very innocent things away from glycerine, but very dangerous agents in its vicinity. The ends of the exploders are connected with wires extending to the battery far away. The workmen have meantime been removing the drill machines and the platform on which they rest, the rubber pipes which convey the compressed air, the tools, and every other useful and destructible thing, to a distance of two hundred feet or more. The wires are then attached to the two poles of a magnetoelectric battery, and a few turns of the little crank are given. A faint thud, a puff of air striking the face, and the work is done. One of the men goes forward and carefully in-spects all the holes to make sure that every one has been exploded, and having ascertained the fact, the miners come forward to renew their drilling and to clear away the

debris of the blast.'

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY. JULY 16, 1870.
The trains of the Pennsylvania Central Ratiroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

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

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street,

Mail Train TRAINS LEAVE DEPOT. Mail Train 8:00 A
Paoli Accommodation, 10 A. M. & 12:60 and 7:10 P.
Fast Line 12:30 P.
Eric Express 11:00 A.
Harrisburg Accommodation 2:30 P.
Lancaster Accommodation 4:10 P.
Parkenburg Trains Erie Mail and Pittsburg Express . . . 10-30 P.

o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Cincinnati Express leaves daily. 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 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.; ar-

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent.

Figure 16 Market Street.

SAMUEL H. WALLACE,

Ticket Agent the Deposit

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.

owner, unless taken by special contract.

A. J. CASSATT,

429 teneral Superintendent, Altoona, Fa.

NORTH PENNSYLVANIA RAILROAD NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LI-HIGH AND WYOMING VALLEYS, NORTHEIN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as tollows:—

excepted), as follows:-7 00 A. M. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and in connection with the ERIE KAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown. 9 46 A. M. (Express) for Bethlehem. Easton, Ai-lentewn, Mauch Chunk, Williamsport, Wilkesbarre, Mountain, and N. J. Central and Morris and Essex LA. M. (Accommodation) for Fort Washington.

1.16, 3.30, and 5.20 P. M., for Abington. 1.45 P. M. (Express) for Bethlehem, Easton, lentown, Mauch Chunk, Mahanoy City, Mkes-barre, Pittston, and Hazleton. 2 50 F. M. (Accommodation) for Doylestown. At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Esston, 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 11:80 P. M. (Accommodation) for Fort

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 19 35 A. M.; 2 15, 5 05, and

Doylestown at 8:25 A. M., 4:40 and 7:65 P. M. Lansdale at 7:30 A. M. Fort Washington at 9 20 and 11 20 A. M., 3 10 and

Philadelphia for Loylestown at 2 00 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 8:20 A. M.

Hoylestown 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, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 506, 5%, 6, 6%, 7, 8, 9, 1005, 11, 12 F. M.

12 P. M.

Leave Chermantown 6, 6.55, 7½, 8, 8.20, 9, 10, 11, 12

A. M., 1, 2, 3, 3½, 4, 4½, 6, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.

The 8-20 down train, and 2½, 5¾, and 5½ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9½ A. M., 2, 4.05, 7, and 10% P. M. 10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 234, 334, 534, 7, 9, and 11 P. M.
Leave Chessut Hill 7:10, 8, 9:40, and 11:40 A. M.,

140, 340, 540, 646, 840, and 1040 P. M.

ON SUNDAYS.

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

Leave Chesnut Hill at 750 A. M., 1240, 540, and 926 P. M. Passengers taking the 6.55, 9 A. M., and 6½ P. M trains from Germantown will make closs connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOUKEN AND NORRISTOWN.

Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 6, 6½, 6½, 8°05, 10, and 11½ P. M.
Leave Nerristown 5½, 6°26, 7, 7½, 8°50, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7½, 9, and 11°05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8°05, 10, and 11½ P. M.
Leave Manayunk 6, 6°56, 7½, 8 10, 9°20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6½ A. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9°06 A. M. and 6½ P. M.
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

tersection Station.

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 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 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

OXFORD at 6-05 A. M., 19-25 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 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,

Geberal Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-

RAILROAD LINES.

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

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1876.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following bours:-MORNING ACCOMMODATION.

At. 7:20 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:25 P. M.: arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS.

At b. A. M. for Reading, Lebanon, Harrisburg, Pottavil. c., Pinegreve, Tamaqua, Sunbury, Wiliamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, Yora, Carlisle, Chambersburg, Hagerstown, etc. The 7-20 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the 8:15 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 Schuyikill and Susquenana trains for Northumberland, Williamsport, York, Cham

bersburg, Pinegrove, etc. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN AUCOMMODATION. Leaves Pottstown at 6 25 A. M., stopping at in-termediate station: errives in rhillsdelphia at 8 40 A. M. Returning, leaves Philadelphia at 4 00 P. M.; arrives in Pottstown at 6 15 P. M. REALING AND POTTSVILLE ACCOMMODA

Leave Pottsvillo at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:25 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 Paintdephia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. W. 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. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6-35 P. M., arriving in Philadeiphia at 9-25 P. M. Market train, with a passeoger 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 Philadeiphia and all way stations.

All the above trains run daily, Sundays excepted.
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 4:26 P. M. These trains connect both ways with unday trains on Perkiemen and Colebrookdale

Railroads.
CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate into take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenkaville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenkaville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomon Valley connect with trains at Collegeville and Schwenkaville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 720 A.M. and 400 P.M. trains from Philadelphia, returning from Mit. Pleasant at 700 and 1100 A.M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at #00 A. M. and 500 P. M.,
passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Relirond Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5-25 A. M. and 8-50 A. M., passing Reading at 7-23 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and

these trains through between Jersey City and Pittsburg without change.

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

SCHUYIKHLL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAIL
ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove.

and Harrisburg, and at 12 05 noon for Pinegrove, Tremont, and Prockside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tree out at 6 25 A. M. and 5 05 P. M. TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Merning 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 ttreet. Fulladelphia, or of G. A. Nicolls, 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 families and

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

OLERGYMEN 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 sil places on the road and its branches at 6 A. M., and for the principal stations only at 216 P. M., FREIGHT TRAINS leave Philadelphia daily at 4°36 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, or at the Depot, THIRTEENTH and OALLOW-

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

leave from the Depot, THIRTY-FIRST and CHES-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.

11-55 A. M. for B. C. Junction 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.

4-15 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.

5-30 P. M. for B. C. Junction. This train commences renning on and after June 1, 1870, stopping at all running on and after June 1, 1870, stopping at all

Stations.
5:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:55 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), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. K. R.

8 15 A. M. from B. C. Junction stops at all stations. 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,
4-05 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.
6-05 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopning at all stations.

ping at all stations.
ON SUNDAYS, ON SUNDAYS,
s-05 A. M. for West Chester stops 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.
4-30 A. 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.

RAILROAD LINES.

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

FROM WALNUT STERRET WHARP.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 A. M., and 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 Trenton.

At 5:80, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, At 6-30, 8, and 10 A. M., 12 M., 2, 3-30, 5, 6, 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, Riverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:39 P. M.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:46 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10.45 A. M., 2.30, 5, and 5 P. M. for Schepck's Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12.30, 5-15, and 7.30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 46 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 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, 6:45, and 12 P. M. for Trenton and 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 Syndays avented.

aily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 46 P. M., and BELVIDERE DELAWARE RAILROAD LINES At 7:80 A. M. fer Niagara Falls, Buffalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 730 A. M. and 3:30 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lam-bertville, 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. for Lambertville and intermediate CAMBEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-ROADS. At 7 and 9 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 30 P. M. for Lumberton and

At 7 and 9 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, Imlaystown, Sharon, and Hightstown.
The 7 A. M. and 3:30 P. M. Lines leave from Wal-Lut street wharf.
July 5, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870. COMMENCING MONDAY, JUNE 6, 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 Baitimore, 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 Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and road, at Delmar with Eastern Shore Railroad, and

at Salisbury with Wicomico and Pocomoke Rail

road.
Express Train at 11.45 A. M. (Sundays excepted),
it Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberleen, Perryman's, Edgewood, Magnolia, Chase's

and Stemmer's Run.

Night Express at 11'80 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 Monroe and Norfolk will take the 11-45 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philaderphia 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 Kallroad 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 Fniladelphia. The 7.15 P. M.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.46 A. M. and 4.00 P. M. will connect at Lamokin Junction with the *00 A. M. and 4:30 P. M. trains for Baltimore Cenral Railroad. From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, 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 3:55 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 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.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

SPLENDID PALACE CARS.
NO CHANGE OF CARS.
NO CHANGE OF CARS.
EETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

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 Washington avenue—For Port DEPOSIT at 7 A. M. and 450 P. M. For OXFORD, at 7 A. M., 450 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., and

7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M., and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4:3

RAILROAD LINES. CAMDEN AND ATLANTIC RAILROAD. Special Excursion.... Mail. 435 P. M.
Freight (with passenger car). 11 50 A. M.
Express (through in 1% hours). 724 A. M.
Atlantic Accommodation. 606 A. M.
An extra Express Train (through in 1% hours) will
leave Vine Street Ferry every Saturday, at 2 P. M.
Returning, leave Atlantic City, Monday, 940 A. M.
LOCAL TRAINS LEAVE
For Haddonfield, 10 15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10 15 A. M
and 6 P. M. Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M Atco, at 6:22 A. M. and 12:15, noon. ON SUNDAYS. Leave Vine Street Ferry at.....

Additional ticket offices have been located at No. Ses Chesnut street and No. 116 Market street for the sale of through tickets only.

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

D. H. MUNDY, same. 6 28

PHILADELPHIA AND ERIR RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

MAIL TRAIN leaves Philadelphia 10 20 P. M. 8 00 A. M. 7.49 P. M. ERIE EXPRESS leaves Philadelphia 10.50 A. M. Williamsport 8.15 P. M. 10.50 A. M. 10.5 port - 1.50 P. M. arrives at Lock Haven . . 245 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 - 900 P. M.
"Williamsport 8:15 A. M.
"arrives at Philadelphia 5:30 P. M.
ELMIRA MAIL leaves Williamsport - 946 A. M.
arrives at Philadelphia 9:50 P. M.
BUFFALO EXP. leaves Williamsport 12:25 A. M. ELMIRA MAIL leaves Williamsport - 9 46 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 5 29 A. M.
arrives at Philadelphia 9 25 A. M.
BALD BAGLE MAIL leaves L. Haven 11 35 A. M.
arr. Williamsport 13 50 P. M. BALD EAGLE EX. leaves Lock Haven 9:25 P. M.
" " arr. Williamsport 10:56 P. M.
Express Mall and Accommodation, east and west, connect at Corry, and all west bound trains and arr. Williamsp't 19 50 P. M Mall and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

WEST JERSEY RAILROADS. SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper

ferry), at 8.00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9 to A. M. Mail and Express for Cape May. 11 45 A. M., Woodbury Accommodation. 8 15 P. M., Accommodation for Cape May, Millville. Vineland, and way stations below Glassboro. 3.30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 400 P. M., Fast Express, for Cape May only. 545 P. M., Passenger for Swedesbero and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7-15

A. M.; returning, leaves Cape May at 5-10 P. M. Commutation tickets at reduced rates between

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 9:20 A. M., stopping at all stations between Glassboro and stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue. 3 15 WM, J. SEWELL, Superintendent.

L o N G BRANCH TTA CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS. FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut

7:00 A. M. Due Long Branch 10:45 A. M. 8.00 " Due Long Branch 12.16 P. M. 2-00 P. M. Due Long Branch 6-03 P. M. 3:30 " Due Long Branch 654 P. M. The 7 A. M. and 3-30 P. M. lines run via Pemberton: 8 A. M. and 2 P. M. lines run via Freehold. Palace Cars attached to 3:30 P. M. line. Fare, Philadelphia to Long Branch, \$2 50. W. H. GATZMER, Agent,

т ENT

OFFICES FOR PRODURING Patents in the United States and Foreign Countries, FORREST BUILDINGS

PATENTS.

119 S. FOURTH St., Philada., AND MARBLE BUILDINGS, SEVENTH Street, above F, (Opposite U. S. Patent Office), WASHINGTON, D. O.

H. HOWSON, Solicitor of Patents. C. HOWSON, Attorney-at-Law. nmunications to be addressed to the Principal Offices STATE RIGHTS FOR SALE. - STATE

Rights of a valuable Invention just patented, and for the SLICING, OUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N.J.

MUNDY & HOFFMAN.

PROPOSALS. PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

TREASURY DEPARTMENT. WASHINGTON, D. C., July 1, 1870.
The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitanc, separate sealed proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of wood, of 350

General plans, conditions, and specifications can be obtained from the Collectors of Customs at Port-land, Me., Boston, New York, Philadelphia, and Renewed proposals are also invited for the same steamer of Iron, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.
The Department reserves the right to reject any

GEORGE S. BOUTWELL. 77 11 14 18 21 25 28 Secretary of the Treasury. STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOW-WARE PHILADELPHIA.
IRON FOUNDERS. J. EDGAR THOMSON. General Manager, JAMES HOEY.

Successors to

North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson, manufacturers of STOVES, TINNED, HEAVY HOLLOW WARE.
FOUNDRY, SECOND and MIFFLIN Streets.
OFFICE, No. 209 N. SECOND Street.
FRANKLIN LAWRENCE, EDMUND B. SMITH

Treasurer.

AUD FION BALES,: M. THOMAS & BONS, NOS. 189 AND 166

Sale No. 990 Marshall street.
HOUSEHOLD FURNITURE, BEDDING, CAR-PETS, HORSE AND CARRIAGE HARNESS, ETC. On Tuesday Morning, July 19th, at 10 o'clock.

SALE OF REAL ESTATE AND STOCKS,

On Tuesday, July 19, at 12 o'clock, noon, at the Exchange, will SCHOONER M. A. McGAHAN-One-sixteenth in-WISSAHICKON AVENUE, N. W. of Carpenter street.

Lot over four acres.

WASHINGTON AVENUE, No. 535—Brick Dwelling.

MARKIOTT STREET, No. 226—Brick Dwelling.

WALLUT STREET, east of Fifty-third street.—Lot. HOLMESBURG-Country seat, over eight acres. HOLMEBURG—Country seat, over eight acres, nown as "Maple Lawb."
Weikel Street, N. E. of Clearfield street—Lot.
Brown Street, S. W. of Tioga street—Lot.
Twenty-fourth Street (South), No. 328—2 Brick

Dwellings,
Mehl, Street (Germantown)—Brick Cottage,
Green Street, No. 1215—Brick Dwelling,
Tioga Street, East of Twenty-first—Residence, BAINERIDGE STREET, No. 1309—Brick Dwelling.
BAINERIDGE STREET, No. 1425—Brick Dwellings.
FITZWATER STREET, No. 1217—Brick Dwellings.

WYOMING AVENUE, Twenty-second ward-Country THIRTEENTH STREET (North), No. 918 - Brick Dwelling.
POPLAR STREET, No. 1306-Store and Dwelling. NINETEENTH and SHIPPEN, Northeast corner-tore and Dwelling.

ONTARIO and LAMBERT STREETS, Northeast corner HURST STREET, No. 519-Brick and Frame Dwell-GROUND-BENTS-\$19:50 and \$48.

\$500 bond Union League. \$550 loan New Creek Coal Co. Pew No. 89, St. Luke's Church, Pew No. 57, Dr. Boardman's Church, 500 shares Maple Shade Oil Co. 700 shares Caldwell Oil Co. 500 shares McClintockville Oil Co. 1600 shares Dalzell Oil Co. 1 share Academy of Fine Arts. 20 shares Southern and Atlantic Telegraph 98 shares Northern Liberties Gas Co. 600 shares Union Lumbering Co. of Wisconsin. 91 shares Girard Tube Works and Iron Co. 7 15 3t 6 shares Kensington National Bank.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 535 North Eleventh street,
ELEGANT WALNUT PARLOR FURNITURE, IN
Satin Brocatelle; Rosewood Piano-orte, Brussels
and other Carpets, Oak Dining-room and Hall
Furniture, Walnut Chamber Furniture, French
China, Plated Ware, etc.
On Tuesday Morning,
July 19th, at 10 o'clock, at No. 535 North Eleventh
street, will be sold, the furniture of a family removing
from the city, comprising—blegant walnut parior
suit, covered with crimson brocatelle; Brussels carnets, rosewood plane forte, made by Grupe & Kindt;

pets, rosewood piano forte, made by Grupe & Kindt; elegant carved oak sideboard, oak extension dining table, oak hall furniture, walnut chamber furniture bookenses, secretary, lounge, mattresses, bronze mantel clock, French china dinner and tea ware, silver plated ware, kitchen furniture, etc. The cabinet furniture was made by Messrs. W. & The furniture can be examined at 8 o'clock on morning of sale.

Catalogues will be ready at the auction store on

Sale at No. 1817 Ridge avenue. STOCK OF A RETAIL DRY GOODS STORE. On Tuesday and Wednesday Mornings, July 19th and 20th, at 10 o'clock, at No. 1817 Ridge stry lith and 20th, at 10 o clock, at No. 1811 Hidge avenue, will be solo, without reserve, the entire stock of dry goods, notions and trimmings, comprising dress igoods, muslins, tickings, laces, embroideries, ladies' and gents' underwear, hosiery, gloves, notions, etc.

Also,

COODWILL LEASE EXTRUMES AND WATE

GOODWILL, LEASE, FIXTURES AND WAT-On Tue-day Morning
Will be sold, the good-will and lease, 2 large counters, shelving and drawers, silver mounted show-case, desk, Watson's fireproof chest, cost \$140, nearly new etc.

PEREMPTORY SALE AT CAPE MAY.
FURNISHED COTTAGE, PERRY STREET.
On Wednesday,
July 20, at 12 o'clock, will be sold on the premises,
Perry street, Cape May City, fifty feet north of North
street, a very desirable Cottage, completely furnished, having parior, dining-room, kitchen, and
7 chambers. The Cottage is within one square of
Congress Hall.
Immediate possession will be given

Immediate possession will be given. LINCOLN HOUSE, JACKSON STREET. At the same time, will be sold a THREE-STORY BUILDING, Jackson street, near the Depot, known s the Lincoln House; lot 40 feet by 100 feet. The couse has 18 chambers, parlor, and store on front, hining-room, kitchen, etc., with every convenience.

d Terms at sale. MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor. BY BARRITT & CO., AUCTIONEERS No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-Public sales of furniture at the Auction Rooms,

No. 1219 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B .- A superior class of furniture at private sale BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

J O S E P H P E N N E Y,
AUCTIONEER,
No. 1307 CHESNUT : TREET. [6 28 tf IN LOUISVILLE, KY GEORGE W. ANDERSON & CO. STUCKY. AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.
Business strictly Commission. All auction sales exclu-

eively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and bats every Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m ROOFING.

PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight. SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without regaint-This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.
IRON FENCES PAINTED WITH SPENCER'S
PATENT IRON PAINT, made expressly for iron
work, warranted not to crack or peel off; will retain
its beautiful gloss for five years.

All work warranted. All orders promptly attended to. Address PHILADEAPHIA PAINTING AND ROOFING

COMPANY, No. 53 N. SIXTH St., Philadelphia.

R E A D Y R O O F I N G. can be applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice, Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

No. 711 N. NINTH St., above Coates.

TOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestors Ticking, etc.