THE GERMANS.

A MARS MEETING LAST EVENING-AN ADDRESS TO

THE GERMANS AT HOME. About five thousand German citizens assembled in and around Concordia Hall, last evening, to give expression to their opinion m reference to the warlike condition of affairs in Europe. The room was profusely decorated with American and German flags. At half-past 8 o'clock the meeting was called to order by Professor Seidensticker, upon whose motion Dr. E. Morwitz was called to the chair. After appointing vice-presidents and secretaries, Mr. Candidus submitted the following address and resolutions, which were adopted with the most enthusiastic applause:

The German citizens of Philadelphia-the birthplace of American independence and Union-in mass meeting assembled, send their brotherly greeting to the German peo-

As German Americans we feel the deepest sympathy with the German fatherland and the German people in their just opposition against foreign usurpation.

Not only as inhabitants of the great metropolis. Philadelphia, with nearly one million of inhabitants, of which no less than 150,000 are of German origin, but in the spirit of all the Germans of the great State of Pennsylvania, which among its four millions of citizens counts nearly one-half of them Germans, we address you these words:-The brave, noble, and industrious German Pennsylvania race is partly composed of the descendants of those refugees who have been driven away by that despot, Louis XIV, and his incendiaries, one hundred and eighty years ago from their homes in Alsace, Lorraine, the Palatinate. Baden, and Wurtemberg. Could their sympathies be with the arch enemy of the German race, the enemy who has driven their fathers over the ocean, and who has robbed the most beautiful German provinces on the blessed garden spot of the Rhine from the German nation? Could their sympathy be with those whose policy is to "rob and seek glory," and who allow neither at home nor abroad independence and liberty?

Certainly not! The entire German Pennsylvania race is with you and for you in this great struggle. They invoke you thus:-The time has come to blot out this disgrace borne so long, and the German provinces of Alsace and Lorraine, which the conqueror at the time of Germany's deepest distress tore away from the German fatherland, now to reunite with the new-born German nation to a rejuvenated

German union. Napoleon III, the heir of the policy of the conqueror, the imitator of a Louis XIN, again threatens the Rhine and the independence of Germany. The time has come forever to break in two the sword and the rule, the policy of the conqueror, and to break way for the freedom and integrity of all nations.

Germen brethren! We know you have risen like men against the insolent disturber of your peace, your welfare, and sovereignty as a people. We well know, and we are proud to observe, that North and South Germany, monarchs and people, have formed an indestructible covenant for the purpose of defeating and humbling the common enemy!

We know that the remembrance of 1812 and 1815 like a fire cloud travels over Germany and kindles the flames in every heart! Brethren in Germany, we feel proud and happy at the receipt of such message, being convinced that the disgrace of olden times, that a Rheinbund, a divided Germany, can never be repeated by a foreign usurper.

You are united, and thus you will be victorious; you will vanquish all your enemies! We here pledge ourselves to assist you with all our might to bear the heavy burden and sufferings caused by the war.

Your wounded, the widows and orphans of your warriors, are also our wards. And for this you have here the pledge of brothers, who, notwithstanding the great distance of space that separates them from you; despite their working in another glorious union of States, yet with undying love and fidelity cling to the old German fatherland, German customs, habits, and German language.

Victory be with you! May victory crown the banners under your brave generals! Victory not for revenge, but for a just retribu-tion for the old insult and a full guarantee of a lasting peace. Victory till the overthrow of the third and last of the Bonapartes shall be accomplished. the Casar of modern times dethroned, and the politics of the Cresars destroyed, a policy created upon the ruin of nations for the glory and avarice of a despotic dynasty.

Speeches were made by Dr. Morwitz, Dr. Kellner, and others.

THE WAR.

THIS MORNING'S DESPATCHES.

CONCENTRATION OF FRENCH TROOPS-THE FRENCH REGENCY AND THE EMPRESS-HOW PRUSSIAN PRISONERS WILL FARE-ANOTHER SKIRMISH ON THE FRONTIER-A VICTORY CLAIMED BY THE FRENCH.

Paris, July 27.—During the absence of the Emperor from the capital, the administration will be guided in its policy by instructions and orders prepared by the Emperor, and to be inscribed in the book of state and made known in the general orders of the service. The Ministry will have cognizance of the Emperor's wishes and instructions, beyond which the Empress will not be authorized to proceed in any case in her capacity of regent. The Empress will preside at the ministerial councils, but will not have power to promulgate any other laws than those now

pending before the legislative chambers.

Paris, July 27.—The Journal Officiel of to-day says:-We have intelligence that a rumor has been circulated on the other side of the Rhine that the Emperor has given orders that prisoners of war be treated with the utmost rigor, and placed outside of the protection of the law of nations. This report is absurd, and so far is it from being true that the Emperor desires to treat prisoners

with the greatest humanity.
A circular from M. Ollivier, citing the discussion of the question in the Corps Legislatif, says that journals are only forbidden to mention the movements of troops or prepara-tions for active operations. They have the right to speak of the events of the war in the light of accomplished facts. The Journal adds, as a matter of duty, a reminder to all persons that, by the terms of article seventyseven of the penal code, any person giving intelligence to the enemy of the movements of the army, or giving aid in money to the hostile forces, will be punished with death. The Journal reminds non-political newspapers that they are not entitled to print anything

relative to the war. Another circular from the Prime Minister calls upon the bishops to offer public prayers to place France, her chief, and the noble infant who goes to battle at such a tender age, under the protection of Him who holds in His bands the fate of battles and the destinies of the people. At a time when our heroic army is on the march, let us ask God to keep our

arms, and to grant that glorious and durable peace may quickly follow the griefs and sacrifices of war.

Paris, July 27 .- The Liberte has the follow ing information from the scene of war: The Prussians have evacuated Weisserbillig, and at Treves they have only two squadrons of cavalry. They are concentrating at Mayence, where King William arrived last

There is a rumor of an engagement yesterday, in which thirty Germans were killed and eighty made prisoners, without loss to the French. No details of the fight or confirmation of the report are yet received.

The Gaulois repeats the rumor that an American legion of 500 men is organizing here under the command of a French officer. The report is still regarded as doubtful.

London, July 27.—The Times to-day maintains that its publication of the proposed secret treaty between France and Prussia has had one good effect. It secured the neutrality of Belgium, which, without this warning, would have been liable to violation at any moment.

LONDON, July 27 .- A revolutionary intrigue is rife in Rome and Italy in view of the probable withdrawal of the French troops. secret deposit of arms has been discovered in Genos, and a large quantity of guns and ammunition were seized by the Government. The Pope is deeply alarmed at the projects of France and the plots of the party of action. The French prelates who were absent from the council at the time of the final vote on the infallibility dogma are now sending in their adhesion to the new article of faith. Among those who have thus signified their acquiescence are the Archbishops of Rheims, Tours, Chambery, Auch, and six bishops of Orleans, Strasbourg, Nantes, Vannes, Montauban, Sardes, and Clermont.

London, July 27 .- The grand movement across the frontier will commence on Wednes-

day or Thursday.

The centre and nearly the whole of the right, except the army of Africa, which is rapidly coming up, and of which the corps d'etat is already at hand, are now in line between Bitche and Sarreguemines. The left wing, which is immensely strong at Metz and Thionville, will make for Saarlouis and Birckenfeld, the right and centre heading for Kaiserslarten and Nur.

This movement will be along the western slope of the Vosges, although a corps will probably be ordered to move in a parallel direction along a line east of that range to watch the defiles and to give warning of any flank attack by the Prussians. It is not unlikely that the French army will then descend the valley of the Nahe, and that the King of Prussia, if he is willing to fight at all on the left bank of the Rhine, will accept battle somewhere about Kreutznack. The position is strong in itself, and affords a secure retreat

With regard to the chances of success of the two combatants in the first battle, the odds are immensely in favor of France. For the last twelve days she has been massing the whole of her army on the frontier, and within one or two marches of the Bitche and Sarreguemines. Battalions are being sent forward and others remain behind, but the French are evacuating every garrison en masse. I put 800,000 down as the lowest number the Emperor means to have under his hand and in complete communication at the entrance of the campaign, and I believe concentration now (July 24) to be within forty-eight hours of completion.

The Prussians have hardly yet been able to effect such a concentration of strength as the French have done, and I believe on the opening of the campaign, either with or without a battle, the Prussians must retire

behind the Rhine. London, July 27 .- The government intends to make no further statement about the war, except one through Earl Granville. Mr. Gladstone will say nothing unless questioned, but it is believed that the opposition to the war will bring on debate on Friday in the House of Commons.

The Prussian headquarters is still at Berlin. Prince Frederick Charles is at present commanding the Army of the Rhine. It is considered certain in Berlin that Napoleon, counting on the disloyalty of South Germany, would concentrate a considerable force, and is bitterly disappointed by the unanimity of Germany, and not daring to risk a movement northward with South Germany on his flank, Napoleon has certainly delayed and perhaps altered his original campaign. It is believed no advance can be made at any point without risking a general engagement. Prussia, though not ready to attack, is ready everywhere for defense. The prolonged stay here of the officers of the general headquarters, including King William and General Moltke. shows confidence that the Prussian lines cannot anywhere suddenly be forced.

RAILROAD LINES.

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,

Miliville, Swedesboro, and intermediate stations.
9 00 A. M. Mall 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.

ville. Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4:00 P. M., Past Express, for Cape May only. 6:46 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphia at 7:16 A. M.; returning, leaves Cape May at 5:10 P. M. Commutation tickets at reduced rates between Philadelphia and all stations.
Eape May Season Tickets, good for four menths 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

Freight Train leaves Camden daily at 9-20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Saiem, and Bridgeton.

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

Freight delivery at No. 228 S. Delaware avenue.

8 15 WM. J. SEWELL, Superintendent.

BUILDING MATERIALS.

R. R. THOMAS & CO., DEALERS IN

Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets

PHILADELPHIA. EASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Battimore.
We are prepared to ship every description of Freight to
Philadelphia, New York, Wilmington, and intermediate
points with promptness and despatch. Canal Boats and
Steam-tucs furnished at the shortest notice.

PENSIONS, PENSIONS.—ALL WOUNDED or disabled SOLDIERS, also the widows, children under sixteen, or dependent mothers and fathers of those who died in the service, or since discharge, of disease contracted in the service, who have not yet claimed a pension, should apply at once to ROBERT S. LEAGUE & OO., General Claim Office, No. 185 S. SEVENTH strest. To secure back pension, claims must be made within five years from date of discharge or date of death. Long. standing or rejected claims promptly settled.

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 Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following 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, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Chamlersburg, Hagratham, atc. falo, Wilkesbarre, Pittston, York, Cariisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, 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 3:30 P. M. for Reading
Pottsville, Harrisburg, etc.; connecting with Read
ing and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION. 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 ACCOMMODA

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 26 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 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 Accommedation leaves Reading at 7 16 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 6 35 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 540 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 4:25 P. M. These trains connect both ways with Sunday trains on Perkiemen and Colebrookdale

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., 12-46, and 6-16 P. M. PERKIOMEN RAILROAD.

PERRIOHEN RAILROAD.

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

12:30, and 5:18 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M.,

12:45 noon, and 4:15 P. M. Stage lines for various
points in Perkiomen Valley connect with trains at
Collegeville and Schwenksville.

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

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 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 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.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-30 A. M.

Trains leave Pottsviile at 6:30 and 11:30 A mnd e 50 P. M., returning from Tamaqua at 8-35 A.
M., and 1-40 and 4 50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8-55 A. M. for Pinegrove

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 3:46 P. M., from Brookside at 3:45 P. M., and from Tremont 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.

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, Philadelphia, 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, be-tween all points, at \$47.00 each, for families and

firms.

SEASON 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 half fare.

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

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for

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

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

BAGGAGE.—Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 228 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets. WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:- FROM PHILADELPHIA.

FROM PHILADELPHIA.
645 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 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.

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 running on and after June 1, 1876, stopping at all stations.

stations.
6:5 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
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 Greenweod), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 8.15 A. M. from B. C. Junction stops at all stations.

8:05 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. W. C. WHESLER, Supt.

RAILROAD LINES.

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

FROM WALBUT STREET WHARF.

At 6'30 A. M., Accommodation, and 2 P. M., Express Mall, and 3'30 P. M., Accommodation, via Camden and Jersey City.

YIA NEW JERSEY SOUTHERN RAILEOAD.

At 7 A. M. and 3'30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations, 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 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:20 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,

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).

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for At 7:80 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 80 and 10 45 A. M., 2 30, 5, and 6 P. M. for Schenck'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 10-45 A. M., 12-80, 2-30, 5-15, 6, and 7-30
P. M. for Tacony, Wissinoming, Bridesburg, and

PROM 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., Emigran 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 Sundays excepted.

Sunday Lines leave at 9-30 A. M., 6-46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROADILINES,

BELVIDERE DELAWARE RAILROAD LINES,
At 780 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose,
Wilkesbarre, Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton,
Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate
stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET FERRY (UPPER SIDE), At 7 and 9 A. M., 1, 2-16, 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 Medford.

At 7 and 9 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-

nerstown.
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 Walnut street wharf.
July 5, 1870. WM. H. GATZMER, Agent.

DHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

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 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 Rail at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run.

Night Express at 11.30 P. M. (Dally), 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 11.45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

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. 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 Con-

ral 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. 823 Ohesnut 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 PHILADEEPHIA
VIA LONG BRANCH.
AB 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.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND

LONG BRANCH.

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 7-90 A. M. Accommodation and 3-80 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 decommodations, 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 Wash-

A 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., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 4:30 P. M., 4:30 P. M., and
T. 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 6:00 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.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1970. The trains of the Pennsylvania Central Railroad eave 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

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. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. Mail Train Mail Train
Paoli Accommodation 10 A. M. & 12-50 and 7-10 P
Fast Line 12-30 P
Krie Express 11-00 A
Harrisburg Accommodation 2-33 P Ancaster Accommodation . . Cincinnati Express . 8-00 P. M.
Erie Mail and Pittsburg Express . 10-20 P. M.
Way Passenger . 11-20 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8
October Pittsburg F.

day night passengers will leave Philadelphia at 8 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 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40
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.
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.

Philadelphia at 6 10 P. M. Philadelphia 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, 8:50 A. M. 8:3:50 & 6:40 P. M.
Parkesburg Train . 9:00 A. M.
Fast Line and Buffalo Express . 9:35 A. M.
Lancaster Train . 11:55 A. M. 

Lancaster Train

Lancaster Train

Erie Express

Lock Haven and Eimira Express

12:20 P. M.
Lock Haven and Eimira Express

12:20 P. M.
Pacific Express

Harrisburg Accommodation

For jurther information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

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. CASSATT,

429 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD— THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-

LEHIGH AND WYOMING VALLEYS, NORTH-EEN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALG, 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 follows: excepted), as follows:-7 00 A. M. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Clevethe Great West.

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

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre,

Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex 11 A. M. (Accommodation) for Fort Washington, 1-16, 3-30, and 5-20 P. M., for Abington. 1-46 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Tikesbarre, Pittston, and Hazleton.

2 80 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.

6-00 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 Fitth 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

8 26 P. M. Doylestown 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

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.
Invited P. M. Boylestown 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.

DHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 06, 10, 11, 12 A. M.,
1, 2, 2%, 3%, 8%, 4, 4%, 5 05, 5%, 6, 6%, 7, 8, 9, 10 06, 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, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.

The 8·20 down train, and 2½, 3¾, 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. Leave Germantown at 8% A. M., 1, 8, 6, and 9% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 834, 63, 7, 9, and 11 P. M. Leave Cherrut Hill 7-10, 8, 9-40, and 11-40 A. M.,

1.40, 8 40, 5 40, 6 40, 8 40, and 10 40 P. M.

UN SUNDAYS.

Leave Philadelphia at 9 4 A. M., 2 and P. M.
Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and 9-25 P. M.

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.

Station.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 6, 6½, 6½, 6 05, 16, and 11½ P. M.
Leave Norristown 5½, 6 25, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4½, 6 ½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 1½, 4, and 9 P. M.
Leave Philadelphia 5, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8 05, 10, and 11½ P. M.
Leave Manayunk 6, 6 55, 7½, 8 10, 9 20, and 11½
A. M., 2, 3½, 6, 6½, 8½, and 10 P. M.
UN SUNDAYS.
Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.
PLY MOUTH RAHLROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6% A. M.
The 7½ A. M. train from Norristown will not stop at Mogeo'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.

Passangers taking the 7, 906 A. M., and 6½ P. M.

Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9.05 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 connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN.
TRAIL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OX FORD at 6-05 A. M., 10-25 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 18-00 M., 1-30 P. M.,
4-35 P. M., and 6-49 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

General Superintendent.

AUD FION SALES,"

M. THOMAS & BONS, NOS, 139 AND LAR MARTIN MARTIN BROTHERS, AUCTIONERS, — (Lately Salesmen for M. Thomas & Sona,) No. 704 Chesunt at., rear entrance from Minor.

Administrator's Sale, No. 1818 Arch street.

SUPERIOR MAHOGANY AND ANTIQUE FUENITURE, Etc.
On Friday Morning.

19th inst., at 10 o'clock, at No. 1818 Arch street, by
catalogue, by order of administrator, the superior
household furniture, antique cases of drawers, dressing-tables, mirrors, high case clock, Canton china,
glassware. English Brussels and ingrain carpets,
fine large feather beds, etc., etc. May be seen early
on the morning of sale.

725 4t

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

Sale No. 1110 Chesnut NEW AND SECONDHAND HOUSEHOLD FURNITIEE, Brusseis and Ingrain Carpets, Rosewood Plano-Fortes, Gilt Frame Mantel and Pier Glasses, Fine Spring Hair and Husk Mattresses, Fine Silver Plated-ware and Table Cultery, Decorated China Tollet Sets, Large and Small Clothes Hampers, Office Deaks and Tables, Gas Chandeliers, Chromos and Engravines. China Chassware St.

Office Desks and Tables, Gas Chandeliers, Chromos and Engraviors, China, Giassware, Etc.
On Friday Morning,
At 10 o'clock, at No. 1110 Chesnut street, will be sold, a very large assortment of superior Furniture, comprising parior and library suits, in green, crimson and marcon plush and reps. Also, haircioth suits, fine walnut chamber suits, with wardrobes to match. Also, mattresses, carpets, mirrors, pictures, china, glassware, etc. TERRA COTTA GARDEN FIGURES AND VASES. Also, at 1 o'clock, will be sold, an assortment of vases, figures, etc.

IMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
AT CAPE MAY, N. J.
On Saturday Evening,
August 6, at 8 o'clock, at the Stockton Hotel, Cape
May City, will be sold, at public sale,
Seven handsome double two-story Cottages, with
Mansard roofs, containing from 9 to 18 rooms; built
of the best materials and workmanship, and located of the best materials and workmanship, and located most advantageously in relation to the sea-shore. COTTAGE SITES.

At the same time will be sold 22 Lots of Ground desirably located for cottages, on Grant street, Wood street, and Broadway.

For particulars apply to the auctioneer, No. 1119 Chesnut street, Philadelphia,
Or R. B. Swain, Cape May, N. J. 7279t

CONCERT HALL AUCTION ROOMS, No. 1219
CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

iture at dwellings.
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. FIRST LARGE PEREMPTORY SALE OF 2,000

FIRST LARGE PEREMPTORY SALE OF 2,000 CASES BOOTS, SHOES, TRAVELLING BAGS, &c., FOR FALL OF 1870.

On Tuesday Morning,
August 2, at 10 o'clock, on four months' credit, including — cases men's, boys', and youth's calf, kip, buff leather and grain, cavairy. Napoleon, dress and Congress boots and balmorals; kip, buff and polished grain brogans: women's, misses', and children's calf, kid, enamelled, and buff leather, goat and morocco balmorals, Congress galters, lace boots, ankie ties, slippers, metallic overshoes and sandals, traveling bags, shoe lacets, &c.

727 5t

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

O S E P H P E N N E Y,
AUCTIONEER,
No. 1307 CHESNUT & TREET. [6 28 tf N LOUISVILLE, KY GEORGE W. ANDERSON.

THOMAS ANDERSON & OO.

(Established 182%).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sa Regular auction sales of boots, shoes, and hats every Thursday. Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 8m]

RAILROAD LINES. CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE. Mail S 00 A. M. Freight (with passenger car) 945 A. M. Express (through in 1% hours) 320 P. M. Atlantic Accommodation 4-15 P. M. Returning leave Atlantic 

Additional ticket offices have been located at No. S2S Chesnut street and No. 118 shared sale of through tickets only.

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.

D. H. MUNDY,
Agent.

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

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport 800 A. M.

arrives at Erie 740 P. M.

ERIE EXPRESS leaves Philadelphia 1050 A. M.

Williamsport 815 P. M.

arrives at Erie 726 A. M.

ELMIRA MAIL leaves Philadelphia 750 A. M.

Williamsport 600 P. M.

arrives at Lock Haven 720 P. M.

BAID EAGLE MAIL leaves Williams
port 130 P. M. " port - 1.30 P. M. Haven - . 2.45 P. M.

Haven - 2-45 P. M.

Haven - 2-45 P. M.

BASTWARD.

MAIL TRAIN leaves Erie - 8-50 A. M.

Williamsport - 9-26 P. M.

arrives at Philadelphia 6-20 A. M.

ERIE EXPRESS leaves Erie - 9-00 P. M.

Williamsport 8-15 A. M.

Williamsport - 9-46 A. M.

ELM IRA MAIL leaves Williamsport - 9-46 A. M.

arrives at Philadelphia 9-50 P. M.

BUFFALO EXP. leaves Williamsport 12-25 A. M.

Harrisburg - 5-20 A. M.

BALD EAGLE MAIL leaves L. Haven 13-5 A. M.

"Arr. Williamsport 12-50 P. M.

BALD EAGLE EX. leaves Look 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 Oreck and Allegheny River Railroad.

WM. A. BALD WIN,

General Superintendent.

WATER PURIFIERS.

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and comove all foul taste or smell from water passed through it. In operation and for sale at the MANUFACTORY, No 200 DOOK Street, and of by House furnishing Stores generally.