## WAR DESPATCHES.

THE N. Y. "TRIBUNE'S" WAR NEWS-THE APLENDID "GRAVELOTTE" BATTLE PIECE. The remarkable despatch from one of the Tribune's representatives in the Prussian army, describing the battle of Gravelotte, which we published yesterday, was notable, not merely as the heaviest ever brought across the Atlantic concerning a single event, by a single newspaper; but as in some respects the most remarkable instance of conquest of space and time by modern American journalm. What now seems the decisive battle of the present war was fought last Thursday, lasting far into the night, nearly four thousand miles away from us. Every effort had been made to hinder our correspondents from reporting the facts, or even being present. But on the succeeding Monday morning we laid before the readers of the Tribune a special despatch containing a full outline of the day's events, and on Wednesday morning a vivid description, entering into minute details. At the time of this publication in New York—as we were advised by the Associated Press, and as we also know from private sources-there were no details known in either Berlin, Paris, or London; so that the anomaly was presented of the first publication in a New York journal of news of a battle in France that may recast the map of Europe!

Readers of the Tribune will bear us witness that our custom is to furnish them with ness that our custom is to furnish them with the news, rather than to brag about the news we are going to furnish them. The exciting events in Europe have stimulated no new developments in the policy of this journal; they have simply given us a better opportunity to show what that policy is. If its success has been apparent, we have left it to other newspapers to record the fact in terms that to them seemed fitting.

Holding ourselves bound, by our contract with our readers, to furnish them, day by day, with all the news worth their knowing, which experience, energy, and money can procure, we took steps immediately after the outbreek of the war to organize a complete corps of correspondents for both the armies and all the leading capitals, who were instructed to stop at no expense that would secure for us valuable details. Up to this hour we have made no promises; but we have printed the news! The very large and constantly augmenting advance in our circula-tion is the best evidence that readers appre-

Our single despatch concerning the battle of Gravelotte cost us, notwithstanding the great reduction in cable tolls, two thousand two hundred and eighty dollars in gold for the mere transmission from London to New York, There were, besides, the cost of a special courier from the battle-field through Alsace, Rhenish Prussia, Belgium, and thence to London, and the pay of the correspondent himself, a singularly capable and experienced journalist, recently engaged on the Tribune, together with the pay of a body of no less than five assistants in that army alone. We mention the facts in no spirit of boasting, but simply to gratify a natural curiosity, expressed in innumerable in-quiries, and to show what rapid strides this more than imperial city is taking towards becoming, at whatever cost, the centre of the world's news as well as the world's trade. -Tribune editorial, Aug. 25.

## RITUALISM.

Views of the Archbishop of Canterbury-He Regards it as an Evil.

The Archbishop of Canterbury has ad-

dressed a letter to the chairman of the Ports mouth branch of the Church Association, in answer to a memorial forwarded to him, signed by upwards of 2000 lay and clerical members of the United Church of England and Iseland. The memorialists complain of the adoption, by a party within the Church, of doctrines and practices alien to the purity of the Reformed faith, and express their "indignant sorrow and surprise at the supineness and apathy that have prevailed for so long a period on the part of their ecclesiastical rulers." The Primate writes under date of

the Church of England should feel indignant at practices and doctrines which have in some places spring up during the last twenty years, having a manifest tendency to assimilate the worship and teaching of our pure, Scriptural, and Reformed Church to the system of the Church of Rome. But I cannot in any way agree with you in the belief that this evil is owing to supineness and apathy on the part of the bishops. You must be well aware that the beneficed clergy of the Church of England are not, like the priests of some portions of the Church of Rome, dependent for their position on the arbitrary will of their bishops, nor, like some Dissenting ministers, liable to be removed by a vote of their congregations, or of the heads of their community. I, for my part, whatever disadvantages may follow from this freedom of the clergy, rejoice that it is secured to them, and that no clergyman of the Church of England can be removed until he has had a fair and open trial before a competent tribunal, in which his violation of the law of the Church has been legally proved. I agree with what I presume is your wish that the points at issue might, as the Ritual Commission has suggested, be decided in some less expensive and more expeditious manner, and I have always expressed my readiness to assist in improving our legislation in this direction. But I cannot attribute blame to those who, while the Legislature has shown no disposition to intrust the bishops with great authority, have thought it their duty, however much their patience has been tried, always to act according to law, and not to seek some arbitrary mode of crushing those whose opinions they disapprove, when such power is not conferred upon them either by the Church or the law of the land. In the midst of the anxiety of a disquieted age and the rancor of parties, I look, in common with my brethren of the Episcopate, to the Great Head of the Church to aid us, in His own good time, in our faithful endeavors to maintain His honor; and I feel sure that by His blessing the truly Scriptural character of our Reformed Church, as set forth in our formularies, will at last be vindicated, and our Church, retaining its hold on the affections of this great people, will preserve its acknowledged position as the exponent of an enlightened Christianity, laboring to promote education, boldly rebuking vice, and standing forth as the bulwark at once against supersti-

tion and infidelity." A GREAT HUNT IN PENNSYLVANIA .-- An Athens (Pa.) paper says:—Perhaps the greatest hunt in Northern Pennsylvania took place in the eastern part of Bradford county something over fifty years ago. This region was at that time settled along the Sasquebanna, and up the Wyalusing and Wysox creeks, and through Orwell and Pike, from one of those streams to the other, leaving within those lines over one hundred square miles of wilderness, almost entirely desti-tute of inhabitants. On a day previously

agreed upon, some eight or nine handred men and boys appeared on all sides of this territory, the men armed with rifles and shot-guns, and the boys with tin horns, concu-shells, cow bells, or any other thing with which they could make a noise. At the sound of the horns along the lines they all started, in the woods, aiming for a hill (since known as "Slaughter Hill"), near the centre, a short distance south of "the State road," to which they intended to drive game. Many deer were killed on the march through the woods, but the whole number it was impossible to obtain. After arriving at the hill, surrounding it, and halting, the deer could be seen skipping about in countless numbers. The cracking of the guns until all the deer in sight were shot was equal to that of two bostile forces in mortal combat. The men were then ordered to lay down their arms, prepare themselves with clubs, and march up to the top of the hill. While going up they killed several foxes, which had hidden under prostrate trees. On arriving at the summit out rushed an old bear through the crowd. The men belabored him with their clubs, but it seemed much like striking on a clubs, but it seemed much like striking on a bag of wool, and the bear paid about as much attention to it as a woolsack would have done. He would have escaped had it not been that two men were outside the ring with their guns: they put a couple of bullets through him, which had a different effect upon him from the clubs. This ended the hunt, all but dressing and dividing the game among the different companies. It was estimated that more than two hundred deer were killed during the day, besides several bears, wolves, foxes, and other game; and forty or fifty deer went out through a laurel swamp at the foot of the hill, where the men had separated to avoid the thicket. One amusing circumstance may be worthy of mention. Colonel Theron Darling, quite a tall man, was standing on the top of a steep bank near the foot of the hill, when an old doe, that had been slightly wounded, came down with a determination to break through the ranks. The men by this time had got so close together that they stood shoulder to shoulder. The deer discovering a larger opening between the colonel's legs than anywhere else, put down her head and attempted to pass through. The colonel fell forward, and clasped his arms around her, and away they both went down the bank, a couple of rods, the old colonel feet foremost. Being a good soldier, he did not relinquish his hold until he got the deer down and cut

—The Burwells had a grand gathering at Milford, N. H., a few days since. The family now numbers 200, and is represented in ten States of the Union. The founder, John Bur-

well, settled at Milford in 1669.

—The city of Duleith, Mich., founded two years ago, has now a population of 4000. It has twenty-five hotels, the most important of which cost \$50,000. There are three churches already erected, and two others in contempla-

-A quartermaster sergeant and a private descried not long since from Minnesota, carrying with them some \$5550. Two Indian detectives were immediately employed to pursue and capture them, which they succeeded in doing after a chase of twenty-four hours. The red men received \$80 each for their services.

PHILADELPHIA AND ERIB RAILROAD.

On and after MONDAY, May 80, 1870, the trains on the Philadelphia and Eric Rallroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:— Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport - 8 00 / 27 140 |

ERIE EXPRESS leaves Philadelphia 10 50 / 30 |

Williamsport - 8 15 |

Williamsport - 7 25 |

RAILROAD LINES.

ELMIRA MAIL leaves Philacelphia - 7-26 A. M.
Williamsport 6-00 P. M.
Williamsport 6-00 P. M.
arrives at Lock Haven 7-20 P. M. port - 1 30 P. M. arrives at Lock Haven - 2 45 P. M. HASTWARD. MAIL TRAIN leaves Erie
Williamsport
arrives at Philadelphia

arrives at Philadelphia 6:20 A. M.

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

"Williamsport 8:15 A. M.

"arrives at Philadelphia 6:20 P. M.

ELMIRA MAIL leaves Williamsport - 9:45 A. M.

"arrives at Philadelphia 9:50 P. M.

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

"Harrisburg - 5:20 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.

"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. BALDWIN,

General Superintendent.

CAMDEN AND ATLANTIC RAILROAD 

Special Excursion......535 P. 

Additional ticket offices have been located at No.

See Chesnut street and No. 116 Mar.

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 D. H. MUNDY, Agent,

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

Leave Philadelphia, foot of Market street (upper ferry), at

8:00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9:00 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.
4:00 P.M., Past Express, for Cape May only.
5:45 P.M., Past Express, for Cape May only.
5:46 P.M., Past Express, for Cape May only.
5:47 P.M., Past Express, for Cape May only.
5:48 P.M., Past Express, for 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 \$20 A.M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noen for Swedesboro.
Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 285 S. Delaware avenue 815 WM. J. SEWELL, Superintendent.

RAILROAD LINES. PEADING RAILEOAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

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

Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At. 7:80 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:85 P. M.; arrives in Philadelphia at 9:26 P.M.; MORNING EXPRESS.

At 5:16 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Chamoersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Contral, Cumberland Valley, and Schuyikili 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 Reading and Columbia Railread trains for Columbia, etc POTTSTOWN ACCOMMODATION.

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. REALING AND POTTS VILLE ACCOMMODA TION.
Leave Pottsville at 6:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:85 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.; are 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 7:00 P. M.

7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.16 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.26 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 excepted.

cepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8-16 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4-26 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railreads.
CHESTER VALLEY PALLEDAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERKIOMEN RAILROAD.

PERKIOMEN RALLROAD.

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

12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:46 and 8:06 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.

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

Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 5-50 A. M., passing Reading at 7-25 A. M. and 10-40 A. M., passing Reading at 7-25 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 6-20 and 11-30 A. M., and 6-50 P. M., returning from Tamaqua at 8-25 A. M., and 1-40 and 4-50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

M., and 1.40 and 4.60 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisburg, and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3.46 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.06 P. M.

TICKETS.

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

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day 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. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, be-

and firms.
MILEAGE TICKETS.—Good for 2000 miles, between 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 Salurday, Sunday.

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

the Ticket Omce, at Thirteeness
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 18 P. M.

FREIGHT TRAINS leave Philadelphia daily at 436 A. M., 1230 noon, 5 and 7-16 P. M., for Reading, Lebenon, 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. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

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

leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:

FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting-at B. C. Junction for Oxford, Kennett, Fort 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, 1870, stopping at all stations.

8:55 P. M. for West Chester stops at all stations.

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. FOR PHILADELPHIA.

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

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

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

Port Deposit, and all stations on the P. & B. C.
R. R.
R. R.
10-10 A. M. from B. C. Junction stops at all stations.
10-10 P. M. from B. C. Junction stops at all stations.
10-10 P. M. from West Chester stops at all stations.
10-10 P. M. from West Chester stops at all stations.
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10-10 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
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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.

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

VIA HEW JERSEY SOUTHERN RAILROAD.

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

At 6 P. M., for Ambey and intermediate stations, At 6-20 A. M., 2 and 3-30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 8-30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 8:30, and 6 P. M. for Trenton.

At 6:20, 8, and 10 A. M., 12 M., 2, 8:30, 8, 6, 8, and 11:30 P. M. for Berdentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6:30 and 10 A. M., 12 M., 5:30, 6, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyrs.

At 6:30 and 10 A. M., 12 M., 6, 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 10:46 A. M. and 6 P. M. for Bristol.

Bristol.
At 7:30 A. M., 2:80, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., 2:80, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12:30, 2:80, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

PROM WEST PHILADRIPHIA 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 11-50 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., 6-45 P. M., and
12 night.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES,
PROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkeebarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Raston for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.

Stations.
CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL

ROADS.

FROM MARKET STREET PERRY (UPPER SIDE).

The 7 A. M. and 3:80 P. M. Lines leave from Walnut street wharf.

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 Medford. Medford.
At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 and 10 A. M., 1 and 8-80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imaystown, Sharon, and Hightstown, August 1, 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 8-38 A. M. (Sundays excepted),
for Baitimore, stopping 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 Scaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, at
at Scalord with Wicomico and Pocomoke Rail-

road, at Pelmar with Eastern Shore Railroad, and 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, Thuriow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, 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 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.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00.

7-60 P. M. The 6-60 P. M. train connects with Delaware Rallroad for Harrington and intermediate stations.

Leave Wilmington 6-45 and 8-10 A. M., 2-00, 4-00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6-45 A. M. and 4-00 P. M. will connect at Lamokin Junction with the 7-60 A. M. and 4-30 P. M. trains for Baltimore Conral Rallroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-06 A. M., Express; 2-36 P. M., Express; 7-26 P. M., Rapress.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnelia, 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.
NO CHANGE OF CARS
BETWEEN 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 6-45 A. M. Accommodation and 4-30 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommonation and 3:00 P. M. Express.
The NARRAGANSET TY 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

Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America.

Fare between Philadelphia and New York...... \$3.00

"Long Branch... 2.50

For particulars as to connections for TOM'8 RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6.27

C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. LEAVE PHILADELPHIA, from depot of P. W. B. R. R. Company, corner Broad street and Wash-For PORT DEPOSITE TA. M. and 4'80 P. M. For OXFORD, at 7 A. M., 4'80 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK. R. at 7 A. M., 10 A. M., 2'80 P. M., 4'80 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 4:30 P. M., leaving Oxford at 6:06 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Jungtion with WILMINGTON & READING R. R. 48

RAILROAD LINES DENNSYLVANIA CENTRAL RAILROAD.

AFTER e P. M., SUNDAY, JULY 1a, 1870.
The trains of the Pennsylvania Central Railroad 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. 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, will receive attention.

will receive attention.

Mail Train
Paoli Accommodation, 10 A. M. & 12.60 and 7.10 P. M.
Fast Line
Rife Express
11.00 A. M.
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
8:00 P. M.
Cincinnati Express
10:30 P. M.
Erie Mail and Pittsburg Express
10:30 P. M.
Way Passenger
Rife Mail leaves daily, except Sunday, running

Cincinnati Express . 8-90 P. M.
Cincinnati Express . 8-90 P. M.
Brie Mail and Pittsburg Express . 10-30 P. M.
Way Passenger . 11-30 P. M.
Frie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday 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 A. M.; arrives at Paoli at 9-40 A. M. Sunday Train No. 2 leaves Philadelphia at 6-40 P. M.; arrives at Philadelphia at 8-10 A. M. Sunday Train No. 2 leaves Paoli at 6-50 A. M.; arrives at Philadelphia at 8-10 P. M.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express 8-10 A. M. Sunday Train No. 2 leaves Paoli at 4-50 P. M.; arrives at Philadelphia Express 8-10 A. M.
Philadelphia Express 8-10 A. M. Sunday Train No. 2 leaves Paoli at 4-50 P. M.; arrives at Philadelphia at 6-10 P. M.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express 8-10 A. M. & 3-30 & 6-40 P. M.
Parkesburg Train 9-90 A. M.
Parkesburg Train

NORTH PENNSYLVANIA RAILROAD NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR 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 follows:—

corner of Berks and American streets (Sundays excepted), as follows:—
7-00 A. M. (Accommodation) for Fort Washing-

ton.

At 785 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

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

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

11 A. M. (Accommodation) for Fort Westley.

M A. M. (Accommodation) for Fort Washington

116, 330, and 520 P. M., for Abington
116, 330, and 520 P. M., for Abington
1146 P. M. (Express) for Bethlehem, Raston, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
230 P. M. (Accommodation) for Doylestown,
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
416 P. M. (Mail) for Doylestown.
500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
520 P. M. (Accommodation) for Lansdale.
850 and 1126 P. M. (Accommodation) for Fort Washington. 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 25 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
9 46 P. M.
Abbreton at 2 35 A 455 and 6 45 P. M.

Abington at 2:85, 4:65, and 6:45 P. M. Abington at 2'35, 4'55, and 0'45 F. Bi.
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. nd 7:00 P. M.
Doylestown 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, 9 05, 10, 11, 12 A. M.,
1, 2, 2%, 3%, 8%, 4, 4%, 5 05, 5%, 6, 6%, 7, 8, 9, 10 05, 11,
12 P. M.

12 P. M.
Leave Germantown 8, 6 55, 7 16, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 3 16, 4 16, 5, 5 16, 6 16, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 2 16, 3 16, and 5 16 up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 6 16, A. M., 2, 4 08, 7, and Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 CHESNUT HILL RAILROAD.

CHESNOT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%
5%, 7, 9, and 11 F. M.
Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,
1-40, 5-40, 6-40, 6-49, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2 and P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and

Passengers taking the 6.55, 9 A. M., and 6% P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN

Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
2, 4%, 6, 5%, 6%, 8 06, 10, and 11% P. M.
Leave Nerristown 5/2, 6 25, 7, 7%, 8 50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 6%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1%,
3, 4%, 5, 5%, 6%, 806, 10, and 11% P. M.
Leave Manayunk 7, 8, and 10 P. M.
Leave Manayunk 7, 8, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
PLY MOUTH RAILRUAD.
Leave Philadelphia 5 P. M.
Leave Phymouth 6% A. M.
The 7% 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.
Passengers taking the 7, 905 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 9% A. M. and 5 P. M. trains from New York onnections with the connection 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.

W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAINS FOR PHILADELPHIA leave PORT DEPOSIT At 9 25 A. M. and 4 25 P. M., on

PORT DEPOSIT at 9-26 A. M., and 8-30 P. M. OXFORD at 6-06 A. M., 10-35 A. M., and 8-30 P. M. CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M., 4-16 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 reade for the HENRY WOOD, same.

General Superintendent.

AUD TION BALES. M. S. FOURTH STREET, NOS. 189 AND 14 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONERRS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street,
Cash advanced on consignments without extra
charge.
11 246 CONCERT HALL AUCTION ROOMS, No. 1918

CHESNUT Street.
T. A. McCleLLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1219 Chesnut street, every Monday and Thursday.

N. B.—A superior class of furniture at private sale Bunting, Durborow & Co., Auctionerrs, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SPECIAL SALE OF 400 CARTONS
BONNET AND SASH RIBBONS.
On Monday Morning.
August 29, at 10 o'clock, on four months' credit, embracing full lines of fresh goods, of a well-known importation.

150 PIECES MILLINERY VELVETS AND PLUSHES, in black and the most desirable colors and latest shades, just landed.
LYONS SATINS.
in black and rich fall colors, slik and linen backs.
Also,
An invoice of rich French feathers.

8 23 66

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, Aug. 30, at 10 o'clock, on four months' credit. 8 24 56

LARGE SALE OF BRITISH, FRENCH, GERMAN
AND DOMESTIC DRY GOODS,
On Thursday Morning,
September, 1, at 10 o'clock, on 4 months' credit.
ALSO,
By order of Assignee, sale of a Bankrupt's Stock,
for cash, comprising a full assortment of staple and
fancy dry goods, office furniture, etc.

826 5t

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

IN ORDER TO MAKE ROOM FOR EXTENSIVE ALTERATIONS AND IMPROVEMENTS IN OUR BUILDING, WE WILL HOLD A SPECIAL SALE

CIAL SALE
On Saturday Morning,
August 27, at 10 o'clock, at the Auction Rooms,
No. 704 Chesnut street, an excellent assortment of
household furniture, etc.
ELEGANT IRON STAIRWAY, ETC.
On Saturday Morning,
At the Rooms, elegant from stairway, cost \$2000;
iron stairway; iron door; materials, etc. 8 25 2t

Sale at No. 616 Spruce street.

CHOICE ANTIQUE FURNITURE,
THE SELECTION OF MR. WM. KULP.
On Monday Morning,
Aug. 29, at 10 o'clock, by catalogue, at No. 616
Spruce street, a selection of choice Antique Furniture, including—Three especially fine high catalocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match; fine carpets, etc.

8 25 26

O S E P H P E N N E Y.

AUCTIONEER,
No. 1207 CHESNUT L'TREET. [6 28 tf. INST. LOUIS, MO.

AUCTION HOUSE OF HARVEY & TYLER, Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI.

We have a large and commodious Building erected by us expressly for the Auction and Com mission business.

St. Louis is known to be the most reliable auction market in the West.

Cash advanced on Consignments.

Our Commissions from six to ten per cent.

We refer to the Bankers and Merchants of St.

Louis, Mo.

No. 782 CHESNUT Street, Philadelphis.

8 12fmw2m General Agent. TN LOUISVILLE,

GEORGE W. ANDERSON.
THOM AS ANDERSON & OO.
(Retablished 1826).
AUCTIONEERS AND COMMISSION MERCHANTS,
Business strictly Commission. All suction sales excitasively for cash.
Consignments solicited for anction or private sales.
Regular auction sales of boots, shoes, and hats every
Thursday. Thursday.

Regular auction sales of dry goods, clothing, carpeter notions, etc., every Wednesday and Thursday. [3 19 cm.

ROOFING.

## PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made per-SPENCER'S GUTTA-PERCHA PAINT Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repaintand warranted to stand tell years without repainting.

This is the only Paint that will not crack or peet 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 peet off; will retain its beautiful gloss for five years.

All work warranted.

All work warranted.
All orders promptly attended to. Address PHILADELPHIA 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 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 WRLTON'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.

9 17; No. 711 N. NINTH St., above Coates.

PENN STEAM ENGINE AND BOILER ORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, 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 Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, berew Cutting, and all other work connected with the above business.

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

The subscribers have ample wharf dock-room for ENGINES, MACMINERY, ETO.

ranteed.

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

JACOB C. NEAFIE,

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARS TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President, PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPS and Sundries for Picmbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and PILBERT Streets.

Office and Warehouse, No. 42 N. FIFTH Street.