LETTER FROM LEAVEN WORTH.

RAILROADS AND LAND GRANTS-RICH CORPORA-TIONS AND VASSALS OF THE SOIL-LEAVEN-WORTH-HER GROWING BUSINESS INTERESTS, PROGRESS, AND DIFFICULTIES. Correspondence of the Evening Telegraph.

LEAVENWORTH, Kansas, Aug. 23.-The question of most interest to the Western States is railroad extension. Wherever the iron band of civilization is laid down, a belt of country twenty miles in width is opened up into farms and brought under cultivation. Millions of acres of fertile lands are now lying idle because they are remote from railroads, and the produce of the earth beyond the reach of a market. But the question that is now debated between man and man is whether it is to the interest of the settler to promote the building of railroads by endowing them with princely land grants, and, by thus setting up wea'thy corporations in our midst, degrade the honest tiller of the soil to a condition of vassalage in their hands, or wait until the progress of settlement shall justify the construction of railroad lines as a commercial enterprise. The recent prodigal absorption of the national domain by prefuse grants to railroads, and the greed manifested by these corporations in their dealings with the public, have created quite a revulsion in popular feeling, and we kear a cry re-echoed through the length and breadth of the land that not another foot of soil must be given by Congress to aid the construction of railroads. This, of course, can only be regarded as a violent rebound. There is no doubt that shameless corruption has been practised in the legislation in regard to the various branches of the Pacific Railroad. and mammoth fortunes will be realized by a number who are concerned therein at the expense of the community whom these gigantic enterprises were intended to benefit; still, in summing up the balance of profit and loss, I believe it will be admitted that the thousands of homes they have opened to settlement, the increase of business they have created, and the immense value they have conferred upon hitherto waste land, will fully equipoise all the evil that can be charged against them, and then leave a wide margin of usefulness to be set to their future credit. In this city we find railroad extension a

prime necessity of our future development. On all hands new towns are springing up, diversified industries coming into life, and fresh avenues of business being opened. Leavenworth, as the commercial emporium of the State, must stretch out her iron arms to supply the wants thus developed, or rival cities will step in and provide facilities which will leave our merchants out of the market. Our railroad bridge now building across the Missouri at this point (of which I spoke in a previous letter) is designed to give us direct communication with the eastern lines of travel, and afford passage to the trains of the Chicago and Southwestern Railroad, now in active progress of construction, which will have its western terminus in this city. An important project in connection with this road is to earry a branch from Leavenworth to Topeka, a distance of fifty miles, to connect at that city with the Atchison, Topeka, and Santa Fe Road. Local aid to the amount of \$400,000 has already been pledged to carry out this useful enterprise. This last-named road is now running from Topeka to Emporia, and it is the intention of the management to carry it on to the Arkansas river (most probably at Wichita, in Sedgwick county) within a year from the present time.

Then another important business interest is rapidly growing up on the southern border of the State, at Baxter Springs, in the vast accumulation of cattle there for transportation to the markets further east. The Missouri River, Fort Scott and Gulf Road runs since the whistle of the locomotive first sounded at this border town, and already a cattle trade has concentrated there which promises to grow to immense proportions. Extensive cattle - pens have been built there, from which upwards of 10,000 beeves have been shipped; and according to the Cherokee Sentinel, published at Baxter, the number now on the way to this shipping point may be estimated at 60,000 more. In addition to this, 20,000 cattle are grazing on the Indian lands and within a radius of twenty-five miles, and if we allow a margin of 19,000 head for the business that will naturally find its way there during the fall, we have, all told, fully 100,00 head which will be shipped from that market for the Northern and Eastern cities by the 2st of December next. Now it is important to Leavenworth to

divert a portion of this lucrative business from its present channel. With the completion of our bridge, which is promised to be ready for the transportation of trains by the 4th of July next, and the finishing of the Chicago and Southwestern Road, upon which work is now being prosecuted at both ends, we shall have established a direct route with Chicago, running through the best portion of Iowa. A branch road of thirty miles, tapping the Missouri River, Fort Scott, and Gulf Railroad at Olathe, will then open the whole of the eastern portion of Kansas to our wholesale dealers, and afford so much more expeditions a route for the through Eastern trade that important results are looked for from

One great trouble that retards our natural progress is the insufficiency of capital and the consequent high rate of interest. So much is to be done to keep pace with the demands made upon our business facilities, and so many private interests have to be watched and subordinated to the public welfare, and so large a share of apathy possesses the minds of a number of our largest capitalists, that sometimes it seems as if the rival cities of St. Louis and Chicago would step in and rob us of the prize that seems awaiting us.

But it is well to remember that Rome was not built in a day. Our business is constantly extending; public works are being actively carried on; liberal appropriations are made for city improvements; the capital applied to manufactures is steadily increasing, and building in the city is more active than ever before. These indications are all healthful, and show that Leavenworth is not out of the tide of progress. We must be content to make haste slowly. Cities of mush-room-growth frequently lack in stability; but whatever increase is gained to Leavenworth is called here by the steady progress of commercial and manufacturing activity, and may bence be regarded as a permanent growth.

A MURDEROUS SEA FLOWER. - One of the exquisite wonders of the sea, says the Scientific American, is called the opelet, and is about as large as the German aster, looking, indeed, very much like one. Imagine a very large double aster with ever so many long petals of a light green, glossy as satin, and each one tipped with a rose color. These lovely petals do not lie quietly in their places like those of the aster in your garden, but wave about in the water, while the opelet generally clings to a rock. How in-nocent and lovely it looks on its rocky bed! Who would suspect that it could eat anything grosser than dew or sunshine? But those beautiful waving arms, as you call them, have another use besides looking pretty. They have to provide food for a large open mouth which is hidden deep them, so well hidden that one can scarcely find it. Well do they perform their duty, for the instant that a foolish little fishlet touches one of the rosy lips he is struck with poison as fatal to him as lightning. He immediately becomes numb, and in a mo-ment stops struggling, and then the other beautiful arms wrap themselves around him, and he is drawn into the huge, greedy mouth, and is seen no more. Then, the lovely arms unclose and wave again in the water, looking as innocent and harmless as though they had never touched a fish.

A CHINESE GREASE TREE. - They have in China what is known as the grease tree. Large forests of them grow there, and the oleaginous product has become an article of traffic. It appears from "Notes and Queries on China and Japan" that this tree was not long ago imported into India, and the experiment of cultivating it there is said to have proved quite successful. In the Punjaub and northwestern provinces generally, it grows as rapidly and vigorously as in its native soil, and there are already thousands of trees on the Government plantations, yielding tons of seed, admirably adapted to a variety of commercial purposes. Dr. Jameson, a chemist in the Punjaub, has prepared hundred weights of grease from this particular tree, and has forwarded on trial a portion of it to Punjaub Railway, to have its qualities tested in a practical manner as lubricating material for those parts of machinery constantly exposed to friction. The grease thus obtained forms an excellent tallow, burning with a clear, brilliant, and, what is infinitely more to the purpose, a white light, and at the same time emitting not a trace of any unpleasant odor, or of the ordinary disagreeable accompaniment of combustion-smoke.

RAILROAD LINES. PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 80, 1870, the trains
on the Philadelphia and Erie Railroad run as
follows from Pennsylvania Railroad Depot. Wesi

| 1 | follows from Pennsylvania Railroad Depot, West Philadelphia:— |
|-----|--|
| -1 | WESTWARD. |
| -1 | MAIL TRAIN leaves Philadelphia . 10-20 P. M. |
| -1 | Williamsport . 800 A. M. |
| -1 | arrives at Erie 7.46 P. M. |
| - 1 | ERIE EXPRESS leaves Philadelphia 10:50 A. M. |
| -1 | " Williamsport . 8:15 P. M. |
| И | arrives at Erie - 7.25 A. M. |
| 9 | ELMIRA MAIL leaves Philadelphia - 7:50 A. M. |
| -1 | " Williamsport 6.00 P. M. |
| П | " arrives at Look Haven 7:20 P. M |
| ٦ | BALD EAGLE MAIL leaves Williams- |
| J | port 1.30 P. M. |
| | " " arrives at Look |
| 3) | Haven 2.45 P. M |
| П | WASTWARD. |
| | MAIL TRAIN leaves Erie 8-50 A. M |
| M | " Williamsport - 9-25 P. M |
| Ŋ | " arrives at Philadelphia 6.20 A. M. |
| d | ERIE EXPRESS leaves Erie 9:00 P. M |
| 81 | " Williamsport 8:15 A. M |
| d | " arrives at Philadelphia 5:30 P. M |
| | ELMIRA MAIL leaves Williamsport - 9 46 A. M |
| | " arrives at Philadelphia 9 50 P. M |
| | BUFFALO EXP. leaves Williamspert 12 26 A. M. |
| | " Harrisburg . 5 20 A. M |
| | " arrives at Philadelphia 9-25 A. M. |
| | BALD EAGLE MAIL leaves L. Haven 11 35 A. M |
| 9 | " " arr. Williamsp't 12 50 P. M |
| | |

from Kansas City, Mo., along the eastern tier of counties in Kansas to Baxter Springs, lying on the edge of the Indian Territory, 167 miles distant. But three months have elapsed of the locametric first will and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

| l | | | General Superintendent. | |
|---|---------------|-----------|--------------------------------------|----------------|
| ı | CAMDEN | AND | ATLANTIC | RAILROAL |
| | SHORTES | T ROUT | TE TO THE SE | A SHORE. |
| | FIVE TRA | INS DA | LY TO ATLAN | NTIC CITY. |
| | leave VINE S | TREET | EDAY, July 2, 1 FERRY as follows: | STO, trains wi |
| J | Special Excui | | ien engaged) | 6:15 A. h |
| d | Mail | nosgano | er car) | S 00 A. N |
| | Express (thro | ugh in 1 | (hours) | 3 30 P. N |
| ĺ | | | ong leave Atlantic | |
| | Special Excui | raion | | 5 35 P. N |
| J | Mail | | | 4 35 P. N |
| | Express (thro | passeng | er car) ¼ hours) | |
| J | Atlantic Acco | mmodat | ion | 6 06 A. A |
| | | | rain (through in ry every Saturd: | |
| | Returning, | leave At | RAINS LEAVE | day, 9.40 A. N |
| | | | 15 A. M., 2 P. 1 | |
| | and 6 P. M. | id interi | nediate station | s, 10.19 A. B |
| | | Retn | rning leave | |

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the

sie 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.

WEST JERSEY RAILROADS. COMMENCING MONDAY, AUGUST 20, 1870. Leave Philadelphia, foot of Market street (upper

ferry), at 8:00 A.M., Mail for Bridgeton, Salem, Vineland. 8:00 A.M. Mall for Bridgeton, Salem, Vineland, billiville, Swedesboro, and intermediate stations. 9:00 A.M. Mall and Express for Cape May. 11:46 A.M., Woodbury Accommodation. 5:15 P.M., Accommodation for Cape May, Milliville. Vineland, and way stations below Glassboro. 3:30 P.M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4 to P. M., Fast Express, for Cape May Saturdays

only.

6 45 P. M., Passenger for Swedesbero and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7-18

A. M.; recurning, leaves Cape May at 5-10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Freight Train leaves Camden daily at 9-20 A. M., atopping at all stations between Glassboro and tape 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. 228 S. Delaware avenue \$ 18

WM. J. SEWELL, Superintendent.

RAHLROAD LINES.

READING RAILEOAD—GREAT TRUNK LINE
from Philadelphia to the inter.or of Pennsylvania, the Schuyikili, Susquehanza, 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:—

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Alientown. Returning, leaves Reading at 6:38 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmirs, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the

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 Williamsport, Lock Haven, Eimira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinagrova etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-20 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Hallroad 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. READING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:80 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:29 A. M. and 9:25 P. M.

Returning leaves Philadelphia at 5:15 P. M.; are

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-56 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 250 P. M., and Pottsville at 250 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 south at 6-85 P. M., arriving in Philadelphia at 9-25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with sunday trains on Perktomen and Colebrookdale

Railroads.
CHESTER VALLEY RAILROAD. 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.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M.

turning 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.

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

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.

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 7-22 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-56 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 2-56 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

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

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 8:40 P. M., from Brookside at 3:45 P. M., and from Trep ont 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 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

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 familles and tirms.
MILEAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$47.00 each, for families and 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 hall fare.

EXCURSION TICKE'IS 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 FREIGHT.—Goods of all descriptions forwarded

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, Lebanca, 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. 226 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. 6-45 A.M., for B. C. Junction, stops at all stations. 7-15 A.M., for West Chester, 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 west Chester stops at all stations west chester stops.

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, 1870, stopping at all stations.

running on and after June 1, 1810, scopping at all stations.
6 to P. M. for West Chester stops at all stations.
11 30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 to 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.

8-15 A. M. from B. C. Junction stops at all stations.

10-00 A. M. from West Chester stops at all stations.

105 P. M. from B. C. Junction stops at all stations.

105 P. M. from West Chester stops at all stations.

105 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.

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

106 P. M. from West Chester stops at all stations, connecting at B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

107 ON SUNDAYS,

108 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

109 P. M. from West Chester stops at all stations.

109 P. M. from West Chester stops at all stations.

109 P. M. from West Chester stops at all stations.

109 P. M. from West Chester stops at all stations.

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RAILROAD LINES.

1870 -FOR NEW YORK-THE OAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARP.

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

VIA NEW JERSHY SOUTHERN RAILROAD.

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

At 6:20 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 8 P. M. for Trenton.

Trenton.
At.6-20, 8, and 10 A. M., 12 M., 2, 8-30, 5, 6, 8, and 11-30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6-39 and 10 A. M., 12 M., 8-30, 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., 6, 8, 8, and 11:80 P. M. for Fish House.
The 11-80 P. M. line leaves from Market Street

Ferry (upper side).

ROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 6, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Verley). Bristol.
At 7:30 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown.
At 7:30 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 10:46 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT, VROM WEST PHILADELPHIA DEFOT,
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. daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 46 P. M., and

BELVIDERE DELAWARE RAILROADILINES. At 730 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 730 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 6 P. M. for Lambertville and intermediate At 6 P. M. for Lambertville and intermediate

Stations.

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET FERRY (UPPER SIDE). The 7 A. M. and 3-30 P. M. Lines leave from Wal-

At 7 and 9 A. M., 1, 2-15, 3-30, 6, 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 At 7 and 10 A. M., 1 and 8 SO 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.
August 1, 1876. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE 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 Baltimore, 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 Saccord with Derchaster and Delaware Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

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

Express Train at 4 P. M. (Sundays excepted), for Batimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-pert, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

and Stemmor's Run.

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

Passengers for Foriress Monroe 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 Kailroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will 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 6.46 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.20 P. M. trains for Baltimore Cen-

ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7-26 A. M., Way Mail; 9 09 A. M., Express; 2-26 P. M., Express; 5-26 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7.25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, eft West Grove at 3.55 P. M. Through tickets to all points West, South, and 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 all eir 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.
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-

from foot of WALNUT Street, at 7:00 A. M. Accommonation and 3:50 P. M. Express.

The NARRAGANSET TT 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 be former with unequalled accommodations. the former with unequalled accommodations, and will make the connection between New York and Sandy

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

For PORT DEPOSITANT 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and R. R. St 7 A. M., 19 A.

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 Chald's Ford Junction with WILMINGTON & READING R. B. 48 RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 16, 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. 116 Market street, will receive attention.

at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train

Faoil Accommodation, 10 A. M. & 12:50 and 7:10 P. M. Fast Line

Eric Express

Il '00 A. M. Harrisburg Accommodation

Lancaster Accommodation

Parkesburg Train

Cincinnati Express

B'00 P. M. Cincinnati Express

B'00 P. M. Cric Mail and Pittsburg Express

Il '30 P. M. Eric Mail and Pittsburg Express

Il '30 P. M. Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Fhiladelphia 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 6 P. M. at No. 118 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoil at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoil at 7:40 P. M.

Sunday Train No. 1 leaves Paoil at 6:50 A. M.;

rives at Paoli at 7:40 P. M.; arrives at Philadelphia at 8:40 P. M.; Sunday Train No. 1 leaves Paoli at 8:50 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.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express 6:30 A. M.
Philadelphia Express 6:30 A. M.
Erie Mail 6:30 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:30 & 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.
Erie Express 5:40 P. M.
Erie Express 9:40 P. M.
Facific Express 12:20 P. M.
Facific Express 12:20 P. M. Lancaster Train

Rrie Express

Lock Haven and Eimira Express

940 P. M.

Pacific Express

12 20 P. M.

Harrisburg Accommodation

For turther 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

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.

4.29 General Superintendent, Altoona, Pa.

ORTH PENNSYLVANIA RAILROAD. THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, RUCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER AERANGEMENT.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washing-

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

wax for Bullalo, Niagara Falls, Hochester, Cleve-land. Chicago, San Francisco, and all points in the Great West.

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

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

M. A. M. (Accommodation) for Fort Washington
1-16, 3-30, and 5-20 P. M., for Abington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkes-

barre, Pittston, and Hazieton. 230 F. M. (Accommodation) for Doylestown.

At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Copiny, and Mauch Chunk.

4-16 P. M. (Mail) for Doylestown.

5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 8:00 and 11:30 P. M. (Accommodation) for Lansdale.

Washington.
The Flith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TKAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 65, and 10 85 A. M.; 2 15, 5 05, and 8 25 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 Abington at 2:35, 4:55, and 6 45 P. M.

Abington at 236, 456, and 6 46 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Loylestown at 200 P. M.
Philadelphia for Fort Washington at 8 30 A. M. and 7:00 P. M. Boylestown for Philadelphia at 6'30 A. M. Bethiehem 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%, 8%, 8%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9, 10-05, 11, 12 P. M.

12 P. M.

Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 11, 12

A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P.M.

The 8 20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4 55, 7, and

10% P. M. Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 P. BL. CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8½
5½, 7, 9, and 11 P. M.
Leave Chesnut Hill 7-10, 8, 9-40, and 11-40 A. M.,
1-40, 3-40, 5-40, 6-49, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and P. M.
Loave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and
9-26 P. M.

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.

Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4½, 0, 5½, 6½, 8:05, 10, and 11% P. M.
Leave Norristown 5½, 6:25, 7, 7%, 8:50, and 11 A.
M., 1½, 3, 4½, 6¼, 8, and 9½, P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7%, 9, and 11-05 A. M., 1%,
3, 4%, 5, 5½, 6%, 805, 10, and 11½ P. M.

Leave Manayunk 6, 655, 7%, 8 10, 9 20, and 11½
A. M., 2, 3½, 5, 6%, 8%, and 10 P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7½ P. M.

Leave Manayunk 75 A. M., 1%, 6% and 9½ P. M.

Leave Philadelphia 5 P. M.

Leave Philadelphia 5 P. M.

PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Phymouth 5½ 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, Wissineming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 905 A. M. and 5½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.

The 9% A. M. and t 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., 10-35 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M.,
4-45 P. M., and 6-49 P. M.

Passengers are allowed to take wearing apparel only as bazgage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

General Saperintendent

AUCTION SALES,"

M. S. FOURTH STREET, NOS. 139 AND LA THOMAS BIRCH & SON, AUCTIONERRS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sausom street.

Sale at No. 216 South Twe'fth stree',

STOCK AND FIXTURES OF A CONFECTIONERY

STORE.

On Tuesday Morning.

Aug 20, at 10 o'clock, will be sold, the a ock of retail Confectionery store, consisting of fancy and plain mixtures, stick candles, &c.

FIXTURES.

Also, 2 counters, shelving, 5 saloon tables, chairs, off cloth, glass jars, large cake stands, dishes, for cream saucers, spoons, plates, &c.

BARRIETT

BY BARRITT & CO., AUCTIONEERS

CASH AUCTION HOUSE,

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra

CONCERT HALL AUCTION ROOMS, No. 1915 OHESNUT Street.
T. A. McOLELLAND, 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 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.

IMPORTANT SPECIAL SALE OF 4°0 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

ALSO, VELVETS AND PLUSHES, in black and the most desirable colors and latest shades, just landed. shades, just landed.
LYONS SATINS,

in black and rich fall colors, silk and linen backs.
ALSO, An invoice of rich French feathers. 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 54

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. 8265t

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
September 2, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 821 5t

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

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 classicocks, with bronze dials, in perfect condition; curious tables; chairs; bedistends; cases of drawers; bureaus; secretaries; William Penn studio chair; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and artique 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; tine carpets, etc.

Peremptory Sale S. E. corner Fifteenth and Federal

STOCK OF A MARBLE YARD.

HANDSOME HEAD AND FOOTS ONES, BLE-GANT MANTELS, LARGE MARBLE SLABS, ETC., ETC.

On Monday Morning.

September, 5, at 16 o'clock, at the S. E. corner of Fifteenth and Federal streets, by catalogue, the stock, tools, and fixtures of a marble yard, including 15 sets handsome, head and footstones; 5 elegant marble mantels, a number of large slabs of Italian marble, Italian marble window sills, pier ashlers, water tables, base courses, sloops, iron pipe and May be examined at 8 o'clock on the morning of

O S E P H P E N N E Y.
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

TN LOUISVILLE, KY GEORGE W. ANDERSON & CO. STUCKY, THOMAS ANDERSON & CO. AUCTIONERRS (Established 1826).

AUCTIONERRS AND COMMISSION MERCHANTS.

Business strictly Commission. All auction sales excig-Occasionments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction gales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [8 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 repaint-

ing.
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 peel off; will retain its beautiful gloss for five years.

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.—
This Roofing is adapted to all buildings. It 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,

PENN STEAM ENGINE AND BOILER OF WORKS.—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. 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, because 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, MACHINERY, ETO.

The subscribers have ample wharf dock-room for

The subscribers have ample what nock-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. GIRARD TUBE WORKS AND IBON CO.

JOHN H. MURPHY. President, PHILADELPHIA, PA.

MANUFACTURE WHOUGHT-IRON PIPE and Sundries for Etembers, Gas and Steam Pitters, WORKS, TWANTY-THIRD and PILBERT Streets. Office and Warehouse,

No. 48 N. FIFTH Street.