A GERMAN VIEW OF AMERICA.

THE PROPOSED CENTENNIAL ANNIVERSARY EXHI-BITION AND THE CLAIMS OF PHILADELPHIA-THE FUNDING OF THE PUBLIC DEBT.

We published some weeks ago an interesting letter written from Carlisle, Pennsylvania, to the Illustriste Zeitung of Leipsic, Germany, and we now lay before our readers a second epistle from the same pen, which has been translated expressly for THE EVEN-ING TELEGRAPH:-

CARLISLE, July, 1870.—There is before Congress at the present time an act providing an appropriation for a great international exhibition of art and industry to be held in Philadelphia in 1876. That year has been chosen, because it is the one hundredth anniversary of the Declaration of Independence of the United States, and this graud exhibition is to be a principal feature in the celebration of this anniversary. America wishes to show the world what progress can be made in art, manufacture, and science, in a single century, under republican institutions. The plan is a good one, and the more desirable because there has never been in America any industrial exhibition on the scale upon which England and France have held them within the last twenty years. Yet it is a well-known fact that America owes a great part of her power and prosperity to the industrial skill which has excited the admiration of the world, and has hitherto been unequalled. A comparison of the products of her indusry with those of the Old World in an intervationa exhibition is therefore most desirable, and no time could be more fitting than the centennial anniversary of her independent existence.

The great fear is that the jealousy prevailing between the large cities of the United States (those cities which would compete for the honor of having the exhibition) would stand in the way of their all entering heartily into it and making it truly national. New York, Philadelphia, and Washington are the three principal rivals in this matter. At the first glance one might think New York to be undoubtedly the most suitable place for such an exhibition. But a closer consideration would give the preference decidedly to Philadelphia; and the reasons therefor, involving as they do the future industrial interests of the place, may not be un-

To say nothing of the fact that Philadelphia is the city where the Declaration of Independence was signed, and from whence went forth to the world the joyful tidings of the birth of a great nation, there are other and more practical grounds for this preference. Philadelphia is the second city in size on the North American continent, and by the year 1876 will doubtless have a million and a half inhabitants. The connections of this city with the outside world, both by land and water, will bear comparison with those of any other city in the Union, New York not excepted. It is easily accessible on all sides by railroad lines, and large vessels can go up the Delaware and lie at anchor at the wharves of the city. The magnificent acres of Fairmount Park would afford a ground for the Exhibition building and its necessary accompaniments such as could not in the whole world be surpassed. Philadelphia is, besides, the most healthy of all the large cities of North America-a consicration of no small importance where such masses of people from all parts of the

world are likely to assemble. But what gives Philadelphia a special claim to preference in this matter is the fact that it is the great manufacturing city of the Union. If its trade and manufactures were excluded no suitable representation of American industry could possibly be made. And it is not too much to say that an exhibition of articles made in Philadelphia alone would include nearly everything manufactured in the United States. It would therefore be right and fitting that this should be the place selected for the great International Exhibition of 1876.

Notwithstanding the many sources of wealth in the United States, and the large revenues from duties and taxes which flow into the treasury of the Government, our financial condition is still lamentable. Nothing but paper money, except a few small coins of insignificant value, is used as the medium of exchange throughout the country. A few months ago, when the price of gold fell rapidly, there seemed a pleasing prospect of specie payment being resumed, at least of sums under a dollar. But the bungling manner in which Congress deals with the affairs of the money market question has postponed indefinitely the return of specie circulation. It looks as if our legislators meant purposely to prolong the discomfort of our present financial state. There was a time when gold was as low as 10, while it is now 14, with a strong upward tendency.

Under these circumstances, a funding of our national debt is not to be thought of. It was undoubtedly a grave mistake for the Secretary of the Treasury to have inserted in the bill providing for the funding of the debt a clause requiring that the interest on the bonds should be paid only in America, and not in any of the large centres of business abroad. This must naturally be displeasing to bankers and money-dealers in Europe, to whom, as is well understood here, America is largely indebted. Europe has done much for us, and it seems, therefore, only just and right that the American Government should consider their interests in some measure. The present system of paper money has in-conveniences which it is impossible entirely to remove. Not only is the country flooded with the worthless rags called and considered legal money, but we are also in an alarming degree exposed to the evils of counterfeiting. Of the amount of counterfeit paper money now in circulation it is impossible to form an estimate. But this much is certain, that the number of such notes is enormous and in-

Since the happy termination of the late civil war, there seems to have come over a certain class of people here a sort of negromania. They are not satisfied with giving the black man equal rights with the white man, but they would fain give him a still higher position. A short time ago Congress passed a law, intended originally to protect the negro in the exercise of his right to vote. but in reality operating with injustice against white citizens, and especially those of foreign birth. Congress has apparently quite forgotten what America owes to European immigration. Where would North America bave been if Europe had not sent her hundreds of thousands to its shores? The infusion of fresh European blood first gave strong national life to the existence of the United States. And more than this, to whom do we owe the preservation of the Union, when a few years ago the knife was at the throat of the gentlemen in Washington, and they knew not where to turn? Was it not mainly the Germans and Irish who stepped into the breech and "brought the chesnuts out of the fire" for the Americans?

-The young girl who was found by her father in Oswego, some time since, in company with a married man, has become insane, and is now locked up in a private lunatic asylum.

A WONDERFUL LAKE IN COLORADO. -A correspondent of the Cincinnati Commercial.

writing from Georgetown, Colorado, describes a wonderful lake in that wicinity as follows: — Imagine a sheet of water three-quarters of a mile wide and nearly round, with a depth of seventy feet, whose waters are as clear as crystal, so that even at the greatest depths the bottom is quite visible. The water, as I said, is beautifully clear, but the bottom of the lake has a bright green color, and the waters mirror the tinge, and seem to be green - the soft, tender green of early spring verdance. All around, except a few rocks on the side of the ascent, the mountain tops rise for two thousand feet rocky and grand, and for a thousand feet the evergreens grew amid the great rocks of granite, and brilliant flowers enliven the sombre rocks; then above the timber line rise the bald peaks, now brown and bare, but soon to receive their pure mantle of snow. The lake is 10,000 feet above the sea -nearly two miles-(it sounds more to me in miles) and the surrounding mountains enclose the little basin, which has neither tributary nor outlet, and is fed by their snows. Some enterprising gentlemen bave built a dancing-hall, bath-house, and dining-hall, at the lake, intending to make it a summer resort, but none are completed. There are four large skiffs on the lake, and after resting on the rocky banks and drinking in the whole beauty of the scene for a time we entered the boats to see the wonders of the bottom of the lake. Looking into the clear depths we saw great pine-trees, some standing erect with spreading branches, far beneath us, some with roots uppermost, some thrown about and piled up like a forest after a mighty wind. Huge rocks of twenty tons weight lay beneath, covered with a soft green carpet, and beautiful stones of many brilliant colors added to the wonder and charms of the strange scene. Some places the bottom of the lake was like a vawning abyss, and great mountains of rocks towered up like the majestic banks above us; then we would see the entrance of what seemed a cavern, where our eyes failed to pierce. At some points nearer shore we saw delicate sea-moss clinging to the rocks with long, soft arms, but nowhere did we see a living thing-all was calm and still, and lovely above and below as we glided slowly over the sunny surface of the lake. seeing new beauties at every turn that filled us with wonder and delight. In the afternoon a light breeze sprang up, rippling the glassy surface of the lake, and we entered the boats again for another hour's ride on the green waters. How different everything looked under the tremulous surface! It was calm and clear before; now all seemed life and motion. The trees seemed to wave their long arms to the music of the sighing pines above us; the moss quivered with rhythmical delight, and the smaller stones seemed indulging in a mad gallop for joy, while the great rocks stepped a minuet with elephantine grace. We learned that there was a larger lake three-quarters of a mile from this one-more lovely, they say; but

THE LEECH TRADE. - One of the trades carried on in the Landes, south of Bordeaux, in France, is that of propagating leeches in the meres near the bay. Formerly, the custom was to use miserable worn-out horses; but hese poor animals were found by the propaator to wear out too soon-the veins opened by the leeches did not heal; and so the life's blood could not be renewed. Now, the cow has to do duty as nurse to the young annelides. Frightened, baggard, but resigned, the animal submits with a stupid kind of astonishment to the attacks of clusters of leeches hanging on its legs; and when the moment of utter exhaustion comes she is sent off to her pastures te renew life, and furnish a fresh repast. Two weeks suffice for each process, alternately carried on, until death puts an end to being eaten in detail. The owner of about eight acres of marsh supplies yearly two hundred cows for the nourshment of eight hundred thousand leeches; he buys the animal for about two pounds, and sells the carcass for sixteen shillings. The ass is sometimes employed, but it proves to be less resigned than the more patiet cow; it kicks, prances, and tries to bite; and when at length it falls into the water under the storm of its numerous enemies, it becomes mad with terror. That this culture of leeches forms an important branch of trade to the inhabitants of the Bay of Arcachon, may be believed when it is known that a million and a half of leeches are annually exported to Bordeaux.

we were satisfied with this one, and skeptical

about anything more charming.

RAILROAD LINES.

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

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport - 8 00 A. M.

Williamsport - 7 40 P. M. ERIE EXPRESS leaves Philadelphia 10:50 A.
Williamsport 10:50 A.
Williamsport 8:15 P.
arrives at Erie 7:25 A. eLMIRA MAIL leaves Philadelphia - 7.25 A. M.
Williamsport 6.00 P. M.
arrives at Lock Haven 7.20 P. M. BALD EAGLE MAIL leaves Williams. port - 1.20 P. M. Haven . 2.45 P. M. BASTWARD. . 8.60 A. M MAIL TRAIN leaves Erle Williamsport . arrives at Philadelphia 6-20 A ERIE EXPRESS leaves Eric - 9.00 P.
Williamsport 8.16 A.
arrives at Philadelphia 5.30 P. ELMIRA MAIL leaves Williamsport - 946 A.

arrives at Philadelphia 9 50 P.

BUFFALO EXP, leaves Williamsport 12 25 A.

Harrisburg - 5 20 A.

arrives at Philadelphia 9 26 A. BALD EAGLE MAIL leaves L. Haven 11:38 A. M. arr. Williamsp't 12:50 P. M. BALD EAGLE EX. leaves Lock Haven 9:35 P. M. arr. Williamsport 10:50 P. M. " arr. Williamsport 10:60 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 Oreok and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent. WEST JERSEY RAILROADS. COMMENCING MONDAY, AUGUST 29, 1870, Leave Philadelphia, foot of Market street (upper

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.
8:30 P.M., Passenger for Bridgeton, Salem Swedesboro, and intermediate stations.
4:00 P.M., Fast Express, for Cape May Saturdays

only.

6-45 P. M., Fast Express, for Cape May Saturdays only.

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

Sunday Mail Train leaves Philadelphia at 7-14 A. M.; returning, leaves Cape May at 6-10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

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

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

Freight delivery at No. 225 S. Delaware avenue 3 15

W.M. J. S.Z.W. Sales, Superintendent.

RAILROAD LINES.

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

to New York and Way Places,

PHON WALBUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Uamden and Amboy, and at 3 A. M., Express Mall, and 3:30 P. M., Accommodation, via Uamden and Jersey City.

VIA NEW JERSHY SOUTHERN RAILROAD.

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 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6:30, 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 6:36 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra and Palmyra. At 6:30 and 10 A. M., 12 M., 6, 8, 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 Trento, and Bristol, and at 10:45 A. M. and 6 P. M. At 7:80 A. M., 2:80, and 5 P. M. for Morrisvil

and Tullytown.

At 7 30 and 10 45 A. M., 2 30. 5, and 6 P. M.()
Schenck's Eddington, Cornwells, Torresdale, an
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 20, 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 attll: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, Cornweils, 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.

day Lines leave at 9:30 A. M., 6 46 P. M., and BELVIDERE DELAWARE RAILROAD LINES,

At 7:30 A. M. for Nisgara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidore, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate At 5 P. M. for Lambertville and intermediate stations.
CAMBEN AND BURLINGTON COUNTY AND

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

nut 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

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-yille, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 and 10 A. M., 1 and 8 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, 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. (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Dorchester and Delaware Railroad. at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted), 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. Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East,
Charlestown, Perryville, Havre-de-Grace, Abordeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run.
Night Express at 11'30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton,
North Fast Perryville March (Active Elkton,

North East, Perryville, Havre-de-Grace, Perry-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 11.60 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, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:16 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 5.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

760 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

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, leit 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 Unien Transfer Company.

H. F. KENNEY, Superintendent.

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

AN EXPRESS TRAIN in the Afternooon from each end of the 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 645 A. M. Accommodation and 430 P. M. Express. LEAVE PHILADELPHIA, LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.

The NARRAGANSETIT 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

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 "Long Branch... 2.50 "Long Branch... 2.50 "Long Branch... 2.50 "Town Particulars as to connections for TOM'S 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-CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4'80 P. M.
For OXFORD, at 7 A. M., 4'80 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2'80 P. M., 4'80 P. M., and R. R. at 7 A. M., 10 A. M., 10 P. M., 10 P. M., 12 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 5:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING E. II. 44 RIALROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 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 Deport.

Dopot.
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.

TRAINS LEAVE DEPOT. Mail Train
Paoll Accommodation, 10 A. M. & 12:50 and 7:10 P
Fast Line
Liz 30 P
Eric Express
11:00 A
Harrisburg Accommodation
2:30 P

Cincinnati Express . 8-60 P. M.

Erie Mail and Pittsburg Express . 10-30 P. M.

Way Passenger . 11-30 P. M.

Erie 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

Sunday Train No. 1 leaves Philadelphia at 8'40 A. M.; airives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

rives 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.

TRAINS ARRIVE AT DEPOT.
Cincinnati Express

8.10 A. M.
Philadelphia Express

6.30 A. M.
Erie Mall

Fast Line and Buffalo Express 9-35 A. M.
Lancaster Train 11-55 A. M.
Erie Express 5-40 P. M.
Lock Haven and Elmira Express 9-40 P. M.
Pacific Express 12-20 P. M.
Harrisburg Accommodation 9-40 P. M.
For turther information apply to 9-40 P. M.
For turther information apply to
JOHN F. VANLEER, J. 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 vice not

SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raiiroad 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,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD N ORTH PENNSILVANIA RAILROAD—
N THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHENN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect Way 18, 1870.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:60 A. M. (Accommodation) for Fort Washing-

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

Hailroads.

11 A. M. (Accommodation) for Fort Washin gton
1-16, 3 30, and 5-20 P. M., for Abington.
1-40 P. M. (Express) for Bethlehem, Easton, Allertown, Mauch Chunk, Mahanoy City, Wilses-

barre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown. At 8-20 P. M. (Bethlehem Accommodation) for Easton, Allentown, Coplay, and

Mauch Chunk.
4-15 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6-20 P. M. (Accommodation) for Lansdale.
8-00 and 11-20 P. M. (Accommodation) for Fort Mauch Chunk.

Washington.
The Firth 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 65, and Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.

Lansdale at 7.80 A. M. Fort Washington at 9.20 and 11.20 A. M., 3.10 and Abington at 2:85, 4:55, and 6:45 P. M.

Abington at 236, 406, and 540 F. M.
ON SUNDAYS.
Philadelphia for Bethlohem at 930 A. M.
Philadelphia for Loylestown at 200 P. M.
Philadelphia for Fort Washington at 830 A. M. and 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. 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.

On and after MONDAY, July 18, 1876.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9 06, 10, 11, 12 A. M., 1, 2, 2%, 3%, 3%, 4, 4%, 6 06, 6%, 6, 6%, 7, 8, 9, 10 05, 11, 12 P. M.

Leave Germantown 6, 6:55, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 8, 8, 4, 4½, 6, 6½, 6, 6½, 7, 8, 9, 10, 11 P.M. The 8:20 down train, and 2½, 8½, and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9 4 A. M., 2, 4 08, 7, and

Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2 16, 834 51, 7, 9, and 11 P. M. Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,

1'40, 3'40, 5'40, 5'40, 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 6-65, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOROCKEN AND NORRISTOWN.

FOR CONSHOROCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 8, 4½, 6, 6½, 6½, 806, 10, and 11½ P. M.
Leave Norristown 5½, 5.25, 7, 7½, 8.50, and 11 A.
M., 1½, 8, 4½, 6½, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 8, 4½, 6, 6½, 6½, 806, 10, and 11½ P. M.
Leave Manayunk 6, 6.65, 7½, 810, 9.20, and 11½ A. M., 2, 3½, 6, 6½, 8½, and 10 P. M.
UN SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
PL' MOUPH RAHLROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Phymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 506 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.

The % A. M. and & P. M. trains from New York connect with the 1 and & P. M. trains from Germantown to Ninth and Green streets.

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

THE PHILADELPHIA AND BALTIMORE CEN. TRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-25 A. M. and 4-26 P. M., on

PORT DEPOSIT At 125 A. M., and 5:30 P. M., OXFORD at 6:05 A. M., 19:35 A. M., and 5:30 P. M., CHADD'S FORD at 7:26 A. M., 19:00 M., 1:30 P. M., 4:45 P. M., and 6:49 P. M.

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

General Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
R from Philadelphia to the interior of Pennsylvania, the Schuylkill, 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:—

MORNING ACCOMMODATION.

MORNING ACCOMMODATION.

At. 7:20 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:36 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:16 A. M. for Reading, Lebanon. Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester. Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, 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 Central, Cumberland Valley, and Schuyikill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

POTTSTOWN ACCOMMODATION.

Leaves Pottatown 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 6:16 P. M.

READING AND POTTSVILLE ACCOMMODA

A. M. Returning, leaves Philadelphia at 4.00 P.
M.; arrives in Pottstown at 5.16 P. M.
READING AND POTTSVILLE ACCOMMODA

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 9.25 P. M.

Returning, leaves Philadelphia at 6.15 P. M.; arrives in Reading at 7.55 P. M., and at Pottsville at
9.40 P. M. 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. Harrisburg Accommodation leaves Reading at

7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6-35 P. M., arriving in Philadelphia at 9-25 P. M.

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. 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 Railreads. 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., 12:20, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:45 approach 4:16 P. M. Stagelines for various

12 45 noon, and 4-15 P. M. Stage lines for various points in Perklomen 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. 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., parsing Reading at 7-23 A. M. and 10-40 A. M., arriving at New York 12-35 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mull train for New York leaves Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harris-

burg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

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

and c 50 P. M., returning from Tamaque at 8 85 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 3 40 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

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, discount, between any points desired, for families and firms.
MILLAGE 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.

OLEKGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at hall fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded

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 I hiladelphia Post Office for all places on the road and its branches at 5 A. M., at d for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:55 A. M., 12:20 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. 226 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

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

leave from the Depot, THIRTY-FIRST and 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.
12-50 P. M. for West Chester stops at all stations.
13-5 P. M. for West Chester stops at all stations.
13-5 P. M. for West Chester stops at all stations.
13-5 P. M. for West Chester stops at all stations.
13-5 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C.
13-5 P. M. for B. C. Junction. This train commences running on and after June 1, 1876, stopping at all stations.

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.

5-25 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), cor tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

8-15 A. M. from B. C. Junction stops at all stations,
10-00 A. M. from West Chester stops at all stations,
1-05 P. M. from B. C. Junction stops at all stations,
1-05 P. M. from West Chester stops at all stations,
1-05 P. M. from West Chester stops at all stations,
1-05 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
Port Deposit, and all stations on the P. & B. C. R. R.
connecting at B. C. Junction with P. & B. C. R. R.
1-05 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
1-05 A. M. for West Chester stops at all stations, Con-8.15 A. M. from B. C. Junction stops at all stations.

ON BUNDAYS,

8-06 A.M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9-50 P. M. for West Chester stops at all stations.

4-30 A. M. from West Chester stops at all stations.

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

Connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Supt.

AUC FION BALES, M. S. FOURTH STREET.

Special Sale at the Auction Rooms.

HOTEL FURNITURE, ETC.

On Friday Morning,

Sept. 16, at 1870, at the auction rooms (second story), at 10 o'clock, the entire furniture of a hotel, comprising wainut parlor furniture, sideboards, centre tables, dining-room chairs, 36 suits cottage furniture, mattresses, bolsters and pillows, comfortables, blockets, about a china, plassyare, etc. bles, blankets, sheets, china, glassware, etc. Now arranged for examination.

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

HANDSOME NEW AND SECONDHAND HOUSE-HOLD FURNITURE, Brussels, Ingrain, and Vene-tian Carpets: Rosewood Plano Fortes, French HOLD FURNITURE, Brussels, Ingrain, and Venetian Carpets: Rosewood Plano Forces, French Plate Mantel and Pier Mirrors; Spring, Hair, and Husk Mattresses; Bedding, Fine Stiver Plated Ware and Table Cutlery; Office Tables and Bookcases, Oli Paintings, Engravings, Chromos, Etc.; Kitchen Furniture, Stoves, Etc.; Con Friday Morning,

At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large and superior assortment of Furniture for parlor, chamber, library, dining-room, and kitchen; also, carpets, mirrors, rosewood planos.

kitchen; also, carpets, mirrors, rosewood planos, silver plated ware and cutlery, office farniture, paintings, engravings, etc.
SECONDHAND FURNITURE - Also, a - large stock of furniture from families declining house-

ELEGANTLY CARVED CHAMBER SUIT .- At 1 o'clock will be sold a suit of varnished chamber furniture, three pieces, made by Henkels.

TRENTON CHINA WARE.—At 9 o'clock, will be sold an assortment of Trenton china.

SEWING MACHINE.—Also, at 1 o'clock, one new Wheeler & Wilson sewing machine.

9 14 2t

BUNTING, DURBOROW & CO., AUCTION RERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SALE OF CARPETINGS, OIL

On Friday Morning, Sept. 16, at 11 o'clock, on 4 months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 9 10 5t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, [9 13 5t Sept. 10, at 10 o'clock, on four months' credit. SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-

LING BAGS, Etc., On Tuesday Morning, Sept. 20, at 10 o'clock, on four months' credit. 9 15 4t MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

CHANGE OF DAY.
Our Regular Weekly Sales at the Auction Rooms will hereafter be held EVERY MONDAY.

EXTENSIVE SALES. CHOICE COLLECTION OF FINE MODERN OIL PAINTINGS

AT AUCTION,

In Thursday and Friday, September 15 and 16,

Morning at 10 and Evening at 7%,

At the Auction Rooms, No. 704 Chesnut street,

WE WILL SELL WITHOUT RESERVE,

A SELE-TION ONE HUNDRED AND SEVENTY-FIVE FINE MODERN OIL PAINTINGS,

Asi Elegantly Mounted IN RICH GOLD GILT FRAMES. The collection of paintings embraces specimens by well-known artists of Europe and America.

THE SUBJECTS

are Landscapes, Marines, Cattle, Fruit, Game, Figures, Views from Nature, Scriptural Pieces, etc. Will be on exhibition Tuesday and Wednesday, day and evening.

Sale on the Premises, No. 1215 Green street. SUPERIOR MODERN RESIDENCE AND FURNI-TURE, On Tuesday Morning,

September 20, at 10 o'clock, on the premises, will be sold that very superior and well-built three-story brick residence, with attics and three-story brick back buildings and lot of ground, 17 feet front and 81 feet deep situate on the north side of Green street, west of Twelfth street, No. 1215. The residence is in excellent order, and has every modern improvement and convenience. Full description in hand-

SUPERIOR HOUSEHOLD FURNITURE, ELE-GANT PIANO-FORTE, FINE CARPETS, ETC. Immediately after the sale of the residence, the saperior household furniture, suit of walnut and hair-cloth parlor furniture, elegant rosewood plano-foite, made by Albrecht, Reikes & Schmidt; fine English Brussels and other carpets, china and glass-ware, sideboard, fine oil paintings and engravings, oil cloths, kitchen utensils, etc.

TRADE SALE OF POCKET AND TABLE CUT-LERY, HEAVY AND SHELF HARDWARE, AND OTHER GOODS.

On Thursday and Friday, On Thursday and Friday.

September 22 and 23, at 10 o'clock, at the Trade Salesrooms, No. 704 Chesnut street, by catalogue, an extensive assortment of hardware and cutlery, including heavy and shelf hardware, fine grades of table and pocket cutlery, Wade & Butcher cutlery, ivory and other table cutlery, plated ware, tea trays, shevels, tacks, Britannia ware, and other goods soulted to this trade. snited to this trade.

Catalogues ready day previous to sale. BY BARRITT & CO., AUCTIONEERS No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

FIRST LARGE TRADE SALE AMERICAN AND IMPORTED FURS, CARRIAGE SLEIGH ROBES, ETC. On Friday Morning, September 16, 1879, Commencing at 16 o'clock. 9 3 11t

GONCERT HALL AUCTION ROOMS, No. 1919 CHESNUT Street. T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household furiture at dwellings.
Public sales of furniture at the Auction Rooms,

. 1219 Chesnut street, every Monday and Thurs. For particulars see "Public Ledger." N. B.-A superior class of furniture at private sale O S E P H P E N N E Y
NO. 1307 CHESNUT STREET. [6 28 tf

LOUISVILLE, KY GEORGE W. ANDERSON. H. C. STUCKY.

AUOTIONEERS AND COMMISSION MERCHANTY;
Business strictly Commission. All auction sales excitatively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and bats evers Taursday. Thursday.

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

PENN STEAM ENGINE AND BOILER ORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACCHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successfdi operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanka, 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 despatca. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcosl Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, socrew 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. ENGINES, MACHINERY, ETO.

the establishment free of charge, and work gua-The subscribers have ample wharf dock-room for

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.

GIRARD TUBE WORKS AND IRON CO. JOHN H. MURPHY, President, PHILADELPHIA, PA. MANUFACTURE WROUGHT-IRON PIPE:

and Sundries for Plumbers, Gas and Steam Pitters, WORKS, TWENTY-THIRD and FILBERT Streets. Office and Warehouse,

No. 42 N. FIFTH Street.