A GERMAN VIEW OF AMERICA.

Advice to German Emigrants—The Prospects for Obtaining Work—The Woman Question. We give below a translation of another of the letters written by an intelligent German from Carlisle, Pa., to the Illustriste Zeitung of Leipsic:-

From the report of the Commissioners of Emigration at New York, it appears that the number of emigrants arriving this year is uncommonly large. And from a recent article in the Magdeburger Zeitung we find that nearly five-sixths of the German people who now seek a new home in America belong to the wealthy classes. We hail this as a cause for rejoicing, since it has too often been the case that emigrants have come to this country with the foolish idea that they have only to stoop and pick up money in the streets; and, landing here entirely without means, they learn by bitter experience the difficulty of obtaining work, and supporting themselves until they get it, without a cent in their pockets.

It will not be a waste of time or space if I briefly mention here some points of interest to emigrants in respect to which there have been some changes. In the first place, to Germans who are not without means, and who de not intend to remain in New York, but to go to ope of the Western States, the advice is strongly given to land in Baltimore rather than in New York. The class of German emigrants designated would probably come in a steamer, and the vessels of the North German Lloyd, which run regularly every week between Bremen and Baltimore, are in no wise inferior to those which the same com pany despatch semi-weekly from Bremen to New York, and which bear an excellent reputation. The two lines of steamers offer equal conveniences in every respect. If the German emigrant, therefore, who sets out for the unknown regions of the Far West can come to Baltimore for the same price which he would pay from Bremen to New York, he is strongly advised to do so. He lands ignorant of the place and the language, and in Baltimore he is far less likely to fall into the hands of so-called "emigrantrunners" and swindlers of every kind than in New York, where the harbor is infested with them. Then the connections are so arranged in the former city that the emigrant can go directly from the steamer into the The Baltimore and Ohio Railroad, one of the great lines to the West, comes down close to the docks. The landing-place is, moreover, protected by an iron railing, so that no sharper can approach the travellers. Through these judicious arrangements, an expensive and perilous sojourn in the sea-port is avoided by the emigrant; and this should not be overlooked by Germans. New York offers no such advantages. But this is not all. A single glance at the

map will convince any one that Baltimore is nearer to the principal cities of the West than New York. The emigrant can, therefore, save not only time but money, which is an important matter, by landing there. Another reason for giving the preference to Baltimore is, that emigrants taking that way are not forwarded to the West in emigrant trains, but by the regular passenger trains. Whoever, like the writer of these lines, has had experience of the system which prevails on the trains from New York, will, in the name of his countrymen, thank the Baltimore and Ohio road for carrying their emigrants in the comfortble cars of the regular trains, and in the same quick time, instead of packing them like herrings in miserable cars, and making the slowest possible time.

Now that the South, in many parts, although not everywhere, is beginning to recover from the evils of the civil war, there is a large field opened for German emigration in some of the Southean States. The land is there very cheap and at the same time very fruitful. The climate would in some localities be an obstacle, but in West Virginia, Kentucky, and Tennessee this objection would not exist. There is only in summer a period of about six weeks of great heat, when little or no rain falls, and grass and shrubs are withered, but with the first showers every thing is again green, and the early autumn looks like a second spring. The reports that have been circulated in some European papers of the ill-treatment which Germans have received from the so-called slave aristocracy are mostly exaggerated. Thus much is certain: that the gold aristocracy of New York and other large cities of the East makes itself felt more sensibly, and is more oppressive to the emigrant, ignorant of the language and without money, than is the treatment of the formerly rich families of the South, who are now not only humiliated by the result of the late war, but are also very generally despoiled of their possessions. For emigrants intending to go to the Southern States Baltimore is by far the most

convenient landing-place. It has already been intimated in this letter that only those emigrants who come here with the honest intention of honestly eurning their bread by labor of some kind will find their expectations fulfilled. Idlers are not needed here, for there are enough in America already. The large cities are full of loafers and rowdies, who are pests to society everywhere. If these people, who are familiar with all the tricks of low American life, find it hard to fill not their pockets only but their stomachs, how much more difficult must it be for the stranger, who lands here vainly expecting to find in America an Eldorado, where he can fold his hands in idleness! Such anticipations are dashed to the ground with marvellous celerity, and it will be well for him who indulges them if he does not soon fall into a state of desperation which will lead him into crime, and then into the hands of justice. It is a striking characteristic of this country, that while bonest effort is often speedily rewarded by remarkable success, moral bankruptcy is apt swiftly to overtake the man who holds too cheaply his honor and his good

In general terms, it may be truly said that, notwithstanding the obstacles thrown in the way of trade in this country by its financial condition and by the high duties on importations, there is work for all. Farm hands are especially in demand. While growds of lazy fellows hang around the wharves of New York, Philadelphia, and other large cities near the coast, waiting for chance employment from hour to hour, constant complaints reach our ears from the rural districts of want of capable hands for work. And there is not only plenty of work to be had, but it is also well paid. Farmers give \$2 a day willingly during harvest time, with free board.

It is true, and it should not be overlooked, that this work is soon over, but even with this drawback it is desirable. And the wages for field-work in the Western States during the summer months are still better than in the Eastern. There the farmers usually labor in the field with their men, and even with the high wages paid it is difficult for them to get the necessary force, owing to the great extent of territory and the comparatively sparse population. Many of these farmers offer to laborers not only two or three dollars

a day, with free board, but their passage paid

from the East to the West, and back, if they wish. Yet, with such liberal conditions, they find it hard to get farm-hands.

Just at this time, also, there is good pay to be obtained by laboring masons, etc., in the large cities, as there is a great deal of building going on. In Philadelphia a mason now receives four or five dollars a day, and in New York he may get six. This is, of course, considered high wages. But at this rate a good mason will earn \$36 a week, or \$150 a month. Allowing \$20 a month for board and lodging, there is a clear gain of \$130. In what European city, except per-haps London and some other large cities in

England, could such wages be had?
While it is thus apparent that laborers, even knowing little or nothing of the English language, need not fail to get work, it is very different with those seeking employment more of the head than of the hands. People who do not desire literally to earn their bread by the sweat of their brow, and who have neither the means nor the English language at their command, had better not come here. By this I do not mean to say that head-work is not well paid. But the departments in which such labor is profitable are overstocked, so that no pressing need exists for more workers. Any one not master of the English tongue cannot support himself in this way here. The large cities are full of book-keepers and clerks, who often make but a poor living by their labor. If the vigor of their youth is past, and they have families to support, it requires a constant struggle to keep their heads above water. The demands which their position makes upon them exceed in most cases their means of meeting them, liberally as the large business houses pay their book-keepers.

What has been said of men applies to women, although honest, industrious servant girls in large cities at the East can as a rule find employment more readily than men, in proportion to the numbers of each. Domestic service has its evils in America. It seems as if the political character of the country had affected that relation also, for as every four years a change of administration is likely to dislodge many of the State officers, so too domestic servants appear to like nothing so well as change. A servant girl who has remained a whole year in any famity is regarded as rather a wonder, as the mistress of a house will often change her servants every eight weeks, or even more frequently still. Mistresses blame servants for this state of things, and vice versa. Neither understands the true relation which should exist between them. The Eastern States of America are blessed with more women than men. I have already in a former letter stated that the result of this is not only an effort on the part of women to open new avenues for their activities, but also to obtain for themselves political rights equal to those of men.

In my wanderings through the splendid Patent Office in Washington, where in large glass cases are to be seen models of every article invented in America, I have been much struck with the part which women have taken in the mechanical inventions of the country. In departments connected with clothing, they have taken out patents for all imaginable contrivances. I will only mention a few as examples of the objects for which in past years women have had patents granted them. There are in the first rank of inventions a flat-iron, a mosquito-net, a spooling machine, corset-hooks, table-washer, toilet powder, clothes-drier, etc. An unusually inventive lady has already taken out her sixth patent. The practical education of women has of late years made great advances in the United States, and the departments of labor

open to them have been greatly multiplied. So long as the woman's rights movement limits itself to the domestic world, we heartily bid it God-speed. But as soon as it oversteps these bounds, and tries to enter the political field, it becomes a distortion which only awakens feelings of disgust. W. H. Riehl, the well-known writer, has said somewhere, "Woman can do whatever man does, but she must do it differently," by which he means that woman had better keep within the bounds set for her by custom and propriety. If the women of this country who so strongly advocate the right of their sex to the ballot, etc., would be convinced of this truth, they would speedily give up the idea which so unfortuately possesses them.

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1870 8PA	SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. NISH CEDAR, FOR PATTER RED GEDAR.	1870 ins.
1870	FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIHGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS, RAIL PLANK, ALNUT BOARDS AND PLANK	1870

LUMBER.

10 (CWALNUT BOARDS AND PLANK. 10 (CWALNUT BOARDS, WALNUT PLANK. UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE. SEASONED POPLAR, SEASONED CHERRY. 1870 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW, CAROLINA SCANTLING. CAROLINA H. T. SILIS. NORWAY SCANTLING. 1870 CEDAR SHINGLES. 18701870 MAULE, BROTHER & CO., No. 2500 SOUTH Street. ANEL PLANK, ALL THICKNESSES.
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.

Tand 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FICORINGS, 1½ and
4½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building
Lumber for sale low for cash. T. W. SMALTZ,
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United States Builders' FIFTEENTH Street, Below Market.

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COTTON SAIL DUCK AND CANVAS, OF ALI numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Mauutsc turers' Drier Feits, from thirty to seventy-sinches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores)

RAILROAD LINES.

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

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

At 6 P. M., for Amboy and intermediate stations, At 6:30 A. M., and 2 P. M. for Farming ale.
At 6:30 A. M., 2 and 3:30 P. M. for incehold.
At 8 and 16 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

Trenton.
At 6:80. 5, and 10 A. M., 12 M., 2, 8:80, 5, 6, 7, and 11:80 P. M. for Bordentewn, Plorence, Burlington, Beverly, Delance, and Riverton.
At 6:30 and 10 A. M., 12 M., 2:30, 5, 6, 7, and 11:80 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:36 and 10 A. M., 12 M., 5, 6, 7, and 11:80 P. M. for Fish Höuse.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

Atland 9:30 A. M., 12:40, 8:48, and 12 P. M., New York Express Lines, and attil 30 P. M., Emigran York Express Lines, and at 11 20 P. M., Emigran Line, via Jersey City.

At 7 and 9 36 A. M., 12 46, 6 46, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schench's, Eddington, Cornwests, Torresdale, Holmesburg Jupetlen, Taccuy, Wissinoming, Bridesburg, and Frankford,

The 9-30 A. M., 6 46 and 12 P. M. Lines will run dally. All others Sundays excepted.

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

RECEIVED AND THE PROPERTY OF THE PARTY OF TH At 7:30 A. M., 2:30, 3:30, and 5, F. M. for Trentoe and Bristol, and at 10:48 A. M. and 6 P. M.

At 7:30 A. M., 2:30, and 8 P. M. for Morrisvil and Tullytown. At 7 30 and 10 45 A. M., 2 30, e, and 6 P. M. a Schenck's Eddington, Cornwells, Torresdate, an Holmesburg Junction. At 7 A. M., 12:36, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 4s A. M., 12 30, 2 30, 6 16, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7.36 A. M. for Nisgara Falls, Banaio, Dunkirk, Einira, Itnaca, Owego, Rochester, Hinghamaton, Oswego, Syracuse, Great Bend, Moutrozo, Wikesbarre, Schooley's Mountain, etc.
At 7.30 A. M. and 3.39 P. M. for Scranton, Stroudsburg, Water Gap, Bolvidere, Easton, Lainbertville, Flemington, etc. The 2.30 P. M. time connects direct with the train leaving Easton for Mauch Chunk, Alientown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.

PROM MARKET STREET FREET (UPPER SIDE),

VIA NEW JERSEY SOUTHERN SAILROAD At 11 A. M. for New York, Long Branch, and intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 7 and 11 A. M., 1.230, 350, 6, and 6 30 F. M., and on Thursday and Saturday nights at 1130 F. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly, At 7 A. M., 230 and 630 F. M. for Lumberton and Medford.

At 7 and 11 A. M., 8 30, 6, and 6 30 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1 and 8 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horzers-town, Cream Ridge, Imlaystawu, Sharon, and Oct. 17, 1870. WM. H. (FATZMER, Agent. PENNSYLVANIA CENTRAL RAILROAL.

AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Penusylvania Central Railroad leave the Depet, at THIRPY-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

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

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

will receive attention. TRAINS LEAVE DEPOT. Mail Train Paoli Accommodation, 10 A. M. & 12-50 and 7-10 P.
 Fast Line
 .12:39 P. M.

 Eric Express
 .11:60 A. M.

 Harrisburg Accommodation
 .2:30 P. M.
 Lancaster Accommodation Cincinnati Express . Erie Mail and Pittsburg Express . . . Erie Mail and Pittsburg Express . 10-30 F. M. Way Passenger . 11-30 F. 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.

Unclinati Express leaves daily All other trains daily except Sunday.

daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be produced and baggage delivered by \$ P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:48

A. M.; arrives at Paoli at 949 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-Train No. 2 leaves Filladelphia at 6-40 F. di.; arrives at Paoli at 7-40 P. M.
Sunday Train No. 1 leaves Paoli at 6-50 A. M.; arrives at Philadelphia at 8-10 A. M. Sunday Train No. 2 leaves Paoli at 4-50 P. M.; arrives at Philadelphia at 6-10 P. M.
TRAINS AURIUS AT DEPOT.
Cipcinnatt Express
Philadelphia Express
6-20 A. M.
Erie Mail
6-80 A. M.
6-80 A. M.

6.30 A. M. 6.80 A. M. Paoli Accommodat'n, 8 3 A. M. & 3 30 & 8 40 P. Al. Parkesburg Train
Fast Line and Buffalo Express
Lancaster Train
Eric Express
Lock Haven and Elmira Express
9-00 A. M.
9-10 A. M.
11-56 A. M.
5-40 F. M.
12-50 P. M.

Lock Haven and Eimtra Express . 9 40 P. M.
Pacific Express . 12-20 P. M.
Harrisburg Accommodation . 9-40 P. M.
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 301 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Kaliroad 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.

4.20 General Superintendent, Altoona, Ps.

PHILADELPHIA AND ERIS RAILROAD SUMMER TIME TABLE.

On and after MONDAY, May 80, 1870, the trains on the Philadelphis and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Date of Alley Street Pennsylvania

Philadelphia:--

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphis 10 20 F. M.

Williamsport 800 A. M.

ERIE EXPRESS leaves Philadelphis 10 50 A. M.

Williamsport 816 F. M.

Williamsport 816 F. M.

ELMIRA MAIL leaves Philadelphis 726 A. M.

Williamsport 600 P. M.

Williamsport 720 P. M.

BALD EAGLE MAIL leaves Williams

Port 1 80 P. M. . 1.80 P. M. " " port arrives at Lock Haven - 245 P. M.

Haven - 245 P. M.

MAIL TRAIN leaves Eric - 856 A. M.

Williamsport - 925 P. M.

arrives at Palladelphia 620 A. M. BRIE EXPRESS leaves Eric - . 9 00 P. M. Williamsport 8 15 A M. wrives at Philadelphia 5 30 P. M. ELMIRA MAIL leaves Williamsport - 9 48 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 5 20 A. M.
arrives at Philadelphia 9 25 A. M.

BALD EAGLE MAIL leaves L. Haves in 36 A. M.

" " arr. Williamsp't 19 50 P. M.

BALD EAGLE EX, leaves Lock Haven 9 35 P. M.

" " srr. Williamsport 19 50 P. M.

Express Mail and Accommodation, east and work connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railread. WM. A. BALDWIN, General Superintendent,

THE PHILADELPHIA AND BALTIMORS 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 Wash-For PORT DEPOSIT at 7 A. M. and 4 30 P. M.
For OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2 30 P. M., 4 20 P. M., and TP. M., 10 A. M., 230 P. M., 430 P. M., and TP. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. m. and 430 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 220 A. M., connect at Chadd's Ford Junction with WILMINGTON & RESDING B. R. 41

RAILROAD LINES.

PHILABELPHIA, WILMINGTON-AND A. TIMORE RAILROAD,—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Washington avenue, as follows:

Washington avenue, as follows:

Washington avenue, as follows:

Unnecting at Wilmington with Defaware Railroad and Maryland and Delaware Railroad and Maryland and Delaware Railroad. at Harrington with Junctien and Breakwater Railroad. Seaford with Dorchester and Delaware Rail ad, at Delmar with Eastern Shore Railroad, and t callsbury with Wicomico and Pocomoke Rall

Express Train at 11 46 A. M. (Sundays excepted), Express Train at 11 to A. M. (Sundays excepted), for Haltimore 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 Halimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newberk, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Dally), for Balti-more and Washington, stopping at Choster, Lin-wood, Claymont, Wilmington, Nawark, Elkton, North East, Perryville, Havre-de-Grace, Porry-man's, and Magnodia. Passergers for Fouress Monroe and Norfolk will take the 1145 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:90 A. M., 2:30, 6:00, and row P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate

Leave Wilmington 6'45 and 8'10 A. M., 2'00, 4'00. Leave Wilmington 0 to and 8 10 A. M., 200, 4 00, and 7 18 r. M. The 8 10 A. M. train will not stop between Chester and Fhiladelphia. The 7 15 P. M. train from Wilmington runs Dally; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 0 to A. M. and 4 00 P. M. will connect at Lamokin Junction with the 7 00 A. M. and 4 00 P. M. trains for Haltimore Center of the Street.

From Baltimore to Philadelphia.—Leave Balti-nore 7-25 A. M., Way Mail; 9-00 A. M., Express; 25 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORS. Leaves Baltimore at 7-28 P. M., stopping at Mag-cella, Perryman's, Aberdeen, Havre-le-Grace, Peryville, Charlestown, North East, Eiston, Newark, tanton Newport, Wilmington, Claymont, Lin-

good, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at 3 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 32s Chesnut street, under Continental Hotel, where also State Rooms and Berths in Steeping Care can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILKOAD.

TIME TABLE.

OD and after MONDAY, July 18, 1870,
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 806, 10, 11, 12 8. M.,
1, 2, 26, 35, 38, 4, 48, 506, 53, 6, 65, 7, 8, 9, 10 05, 11,
12 P. M.

128 P. M.
Leave Germantewn 5, 055, 7%, 8, 8-20, 9, 10, 11, 12

A. M., 1, 2, 3, 8%, 4, 4%, 5, 5, 6, 6, 6, 7, 8, 9, 16, 11 P. M.

The 8-22 down train, and 2%, 3%, and 5% uptrains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4-08, 7, and 11 P. M.

Losve Germantown at 8% A. M., 1, 3, 8, and 1% CHESNUT HILL RAILBOAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2)c, 33d 55, 7, 9, and 11 P. M. Leave Cherant Hill 7 to, 6, 9 40, and 11 40 A. M. 1.40, 3.40, 5.40, 5.40, and 10.40 P. M. ON SUNDAYS.

Leave Philadelphia at 95 A. M., 2 and P. M. Leave Chesnut Hill at 7.50 A. M., 12.50, 5.40, and

Passengers taking the o'bo, w A. M., 65, & 11 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

FOR CONSHOHOUKEN AND NORRISTOWN.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia c. 7%, 9, and 11 05 A. M., 1%,
3, 4%, 6, 5%, 6½, 8 05, 10, and 11 ½ P. M.
Leave Norristown 5½, 6 26, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4%, 6¼, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4%, 5, 5½, 6%, 8 05, 10, and 11½ P. M.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4%, 5, 5½, 6%, 8 05, 10, and 11½ P. M.
Leave Manayunk 6, 6 55, 7½, 8 10, 9 20, and 11½
A. M., 2 3½, 5, 6%, 8 %, and 10 P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 1½, 6% and 9½ P. M.
Leave Philadelphia 5 P. M.
Leave Flymouth 6% A. M.
Tho 7% A. M. train from Norristown will not stop at Moree's Potts Landing, Domine, or Schur's Lanc. The 6 P. M. train from Philadelphia will the ponity at School Lane. Wissinoming, Manayunk, Orect Tree, and Conshohocken.

Passengers taking the 7, 9 05 A. M., 6½ 8 12 P. M.
trains from Nirth and Green streets will make close connections with the trains for New York at Interection Station.
The 8½ A. M. and 6 P. M. trains from New York

terrection Station.

The 8½ A. M. and 6 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 Supit. NEW JERSEY SOUTHERN RAILROAD LINE

NEW JERSEY SOUTHERS RALEROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
AB ACCOMMODATION TRAIN IN the morning AN EXPRESS TRAIN

in the Afternoon from each end of the route,
THE EXPRESS TRAIN
will be intrished with
SPLENDID PALACE CARS.

SPLENDID FALACE CARS.
NO CHANGE OF CARS.
BETWEEN PHILADELIBIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:--LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4.30 P. M. Ex

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.
The NARRAGANSET IT 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.

Faseengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Heid in America. Fare between Philadelphia and New York.

"" Long Branch. 250
For particulars as to connections for TOM's RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

627 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORS CRN-TRAL RAILROAD,—CHANGE OF HOURS. On and after MONDAY, October 3, 1879, trains will run as follows:—Leave Philadelphia from depot of F. W. & B. R. R., corner Broad stress and Wash-

of P. W. & B. R. R., corner Broad stress and Washington avenue:

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford Saturdays only at 2:30 P. M.

For Chadd's Ford and Chester Creek Rairrand at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Saturdays only 2:30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Part J. specific with train for Battimore.

Port 1 eposit with train for Baitimore.
Trains leaving Philadelphia at 19 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the Winnington and Feading Railroad.
Trains for Philadelphia leave Fort Deposit at 9 25 A. M. and 4 25 P. M., on arrival of trains from Baitimore.

Catord at 605 a. M., 1035 A. M. and 520 P. M. Sundays at 520 P. M. only.
Chaed's Fordiat 726 A. M., 1155 A. M., 355 P. M., and 649 P. M. Sundays 649 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dellars, unless special contract is made for the same.

HEVRY WOOD. General Superintendent.

WEST JERSEY RAILROADS,

FALL AND WINTER ARRANGEMENT.
COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
5-15 A. M., Passenger for Bridgelop, Salem, Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
5-15 P. M., Passenger for Cape May, Multville, and way stations below Glassboro.
3-30 P. M., Passenger for Bridgelon, Salem, Swedesboro, and way stations.
5-30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M:
WELLAM J. SEWELL, Superintendent.

RAILROAD LINES.

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

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:

hours:—
MORNING ACCOMMODATION,
At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at e-25 P. M.; arrives in Phitadelphia at 9:25 P. M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buf falc, Wilkesbarre, Pittston, York, Carilele, Champoreburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, East Fonnsylvania Railroad trains for Allentown, etc., and the 8-16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamport, Lock Haven, Elmira; etc.; at HAKKISBURG with Northern Central, Cumberland Valley, and Schuyikilland Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pipegrove, etc.

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 Pottstown at 0.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Beturning, leaves Philadelphia at 4.00 P. arrives in Pottstown at 6:15 P. M.

M.; arrives in Pottstown at 6-16 P. M.

REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and

Reading at 7-80 A. M. and 6-36 P. M., stopping at
all way stations; arrive in Philadelphia at 16-29 A.

M. and 9-26 P. M. Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at 7.55 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2 50 P. M., and Pottsville at 2 50 F. M., arriving at Philadelphia at 2 50 P. M., and Pottsville at 2 50 F. M., arriving at Philadelphia at 2 50 P. M.

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 35 P. M., arriving in Philadelphia at

Market train, with a passeger 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 Fhiladelphia and all way stations.

All the above trains run daily, Sundays ex-

cepted.
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 supday trains on Perkiomen and Colebrookdele Railreads, 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 6:15 P. M. PERKIOMEN RAILROAD.

PERE IONEN RAILROAD.

Passengers for Schwonkeville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenkeville at 6:45 and 8:45 A. M., 12:46 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenkeville.

OULEBROOK DALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:20 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 PUTTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:46 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Ealtimore, etc.

Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3:35 A. M. and 5:50 A. M., passing Reading at 7:28 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 3:10 A. M. and 2:50 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 e:60 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-

Trains leave Auburn at 8-55 A. M. for Pinegrove Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg, and at 12-95 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8-60 P. M., from Brookside at 2-45 P. M., and from Tremont at 6-25 A. M. and 5-05 P. M.

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

Excursion Tickets from Philadelphia to Reading and intermediate stations, your for one day only.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Trains, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate mations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Trainsparer, No. 387 b. Fourth

office of S. Bradford, Treasurer, No. 227 S. Fourth street. Philadelphia, or of G. A. Nicolls, General Superintendent, Rending.

COMMUTATION TICKETS.—At 26 per cent. discount, between any points desired, for familles

and firms.
MILEAGE TICEETS.-Good for 2000 miles, beween all points, at \$47.00 each, for families and SPASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERCYMEN residing on the line of the road will be furnished with cares entitling themselves

and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Mouday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhili

the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS cless at the Philadelphia Post Office for all places on the road and its branches at 8 A. M., and for the principal stations only at 215 P. M.

FREIGHT TRAINS leave Philadelphia daily at 438 A. M., 1280 noon, 8 and 715 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. BAGGAGE,-Dungan's Express will collect bagginge for all trains leaving Philadelphia Depot. Orders can be left at No. 228 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

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

On and after MONDAY, April 4, 1876, trains will leave from the bepot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.

8-85 A.M., for B. C. Junction, stops at all stations,
1-10 A.M., for West Chester, etops at all stations,
west of Media (except Greenwood), connecting at
B. C. Janction for Oxford, Kennett, Port Deposit,
and stations on the P. and B. C. R. R.

1-26 A. M. for West Chester stops at all stations,
1-26 P. M. for West Chester stops at all stations,
1-26 P. M. for West Chester stops at all stations,
1-26 P. M. for West Chester stops at all stations
1-26 P. M. for West Chester stops at all stations
1-26 P. M. for West Chester stops at all stations
1-27 Media (except Greenwood), connecting at B. C.
Junction for Oxford, Kennett, Port Deposit, and
all stations on the P. & B. C. R. R.

5-20 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.
5-25 P. M. for West Chester stops at all stations.
11-20 P. M. for West Chester stops at all stations.
11-20 P. M. form B. C. Junction stops at all stations.
5-26 A. M. from West Chester stops at all stations.
6-26 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. B.
8-15 A. M. from B. C. Junction stops at all stations.

Port Deposit, and all stations of the R. R. R. S. 15 A. M. from B. C. Junction stops at all stations. 10-09 A. M. from West Chester stops at all stations. 10-59 P. M. from B. C. Junction stops at all stations. 155 P. M. from West Chester stops at all stations. 155 P. M. from West Chester stops at all stations, connecting at R. C. Junction for Oxford, Kennett, Fort Deposit, and all stations on the P. A. B. C. R. R. 655 P. M. from West Chester stops at all stations, connecting at R. C. Junction with P. A. B. C. R. K. 906 P. M. from B. C. Junction With P. A. B. C. R. K. 906 P. M. from B. C. Junction This train commences running on and after June 1st, 1870, stopping at all stations.

ON BUNDAYS,

SOB A. M. for West Chester stops at all stations, Con-necting at B. C. Junction with P. & B. C. R. R. 2-30 P. M. for West Chester stops at all stations, 4-36 A. M. from West Chester stops at all stations, 7-56 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. K. R. W. C. WHERLUR, Sup't.

AUD FION BALES, M. S. FOURTH STREET, NOS. 189 AND 161 Peremptory Sale of Oil Paintings.

Mr. Charles F. Haseltine Will sell his magnificent and new collection of

> Oil Paintings at Public sale. ON THE EVENINGS OF HUI SDAY AND FRIDAY, October 27 and 23, at S o'clock.

The Sale will take place at his Galleries, No. 1125 CHESNUT STREET,

Where the Paintings are now on FREE EX HEI-BITION.

The sale will include Tissot's great Painting of "THE DANCE OF DEATH," and Hue's beautiful Picture of a Ladies' RESTAURANT IN PARIS, and specimens by Fauvelet, Brendell, Hamon, Pecrus, Van der Venne, Sistery, A. Weber, Dargelas, Schaefels, Daubigny, Hue, P. Weber, Worms, Lanfant de Metz, Baron, Shayer, Meyerhelm. Lasalle, E. L. Henry, Rene Menard, T. Richards, Autray, Veron, Rene Menard, etc. etc. Also, eleven Paintings, sold by order of the Assignees of Joseph B. Hildeburn. 10 10 9t

SUPERIOR DUTCH FLOWER ROOTS.
On Saturday Afternoon,
October 22, at 3 o'clock, at the Auction Rooms,
Dutch Flower Roots, Hyacinths, etc. 10 21 2t

SALE OF REAL ESTATE AND STOCKS, October 25, at 12 o'clock noon, at the Philadelphia

Exchange, will include:—
CATHARINE, No. 1722—Genteel Dwelling.
READING TURNPIKE, Chesnut Hill—Stone Dwelling, Blacksmith and Wheelwright Shops, Stable, and

MOUNT AIRY, Twenty-second ward "Titlow Farm," 39 acres, 20 acres, and 22 acres. See plan.
MONTGOMERY AVENUE, S. E. Belgrade—Lot.
RACE, No. 985—Modern Residence.
TWENTY-THIRD (North), No. 238—Large Buildings. TWENTIETH (North), No. 714-Modern Residence. CORINTHIAN AVENUE, NO. 731—Modern Residence.
CORINTHIAN AVENUE, NO. 731—Modern Residence.
FRANKFORD ROAD, NO. 2935—Elegant Residence.
FRANKFORD ROAD, NO. 2938—Elegant Residence.
SPRUCE, NO. 308—Valuable Residence.
SECOND (North), No. 441—Store and Dwelling.

WASHINGTON AVENUE, east of Ninth-Desirable MAIDEN and FRANKFORD ROAD, N. W. corner-Tavern and Dwelling. FRONT (North), Nos. 958 and 962—Large Lot.

CHESNUT, No. 1923—Valuable Buildings, MARKET, No. 3424—Tavern and Dwelling, LOMBARD, No. 2002—Modern Dwelling. WEST DELANCEY PLACE, No. 2118-Modern Resi-REDWOOD, No. 437- Modern Dwelling. REDWOOD, No. 437- Modern Dwelling.
GROUND-RENTS, \$30, \$45, \$45 a year.
For account Walnut Land Company.
Lots Sansom, Locust, Fifty-fourth, Irvin, Church,
Spruce, and Fifty-first streets. See plan.
Also S W. Butler's interest in the Medical and
Surgical Reporter and Half Yearly Compendium of

the Medical Sciences.
STOCKS.
146 shares Lehigh Valley Railroad. 100 shares Union Canal, preferred, 6 shares Western National Bank. b shares Western National Bank.

3 shares Pennsylvania Co. for Insurance on Lives.
100 shares Central Transportation Co.
100 shares Old Township Line Road Co.
32 shares Chespeake and Delaware Canal Co.
5 shares Kensington and New Jersey Ferry Co.
5 shares Philadelphia and Southern Mail Steamhim Co.

b shares Academy of Music, with ticket. 169 shares Pennsylvania Canal Co. THOMAS BIECH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CH2S-NUT Street; rear entrance No. 1107 Sansom street

Sale at No. 1117 Chesnut street.

STOCK OF FIRST-CLASS CABINET FURNITURE AND UPHOLSTERY WORK, OF MESSRS. A & H. LEJAMBRE.

On Thursday Morning,
Oct. 27, at 11 o'clock, at No. 1117 Chesnut street (Girard Row), will be sold a portion of the stock of spiendid first class Cabinet Furniture of Messrs. A. & H. Lejambre.

10 21 5t.

Bunting, OURBOROW & CO., AUCTIONEERS, Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EU-ARGE SALE OF FRENCH AND OTHER ROPEAN DRY GOODS.
On Monday Morning,
October 24, at 10 o'clock, on four months'
10 18 5t

A LARGE SPECIAL SALE OF DRESS GOODS,

by order of

Messrs, Henry Barbey & Co.,
cing the balance of the importation. Comprising Rolled silk chaine poplins. Frat-folded silk chaine poplins, Rolled silk chaine epingines. Flat-folded silk chaine epinglines. Colored ottomans.

We beg to call the attention of the trade to this their closing sale.

We will also add 3 cases French merinoes; also, empress cloths, all-wool plaids, fancy dress goods, 25 pieces mantilla velvets, 100 pieces Lyons silks, satins, shawls, 75 pieces millinery velvet, millinery goods, etc. Also, 500 cartons ribbons, by order of two leading importing houses.

SALE OF 2,000 CASES BOOTS, SHOES, TRAVEL LING BAGS, HATS, ETC. On Tuesday Morning, 10 19 5t October 25, at 10 o'clock, on four months' credit. 10 10 5t LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS. On Thursday Morning, Oct. 27, on four months' credit. [10 21 5t

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

CHANGE OF DAY.

Our Regular Weekly Sales at the Auction Rooms
will hereafter be held

EWERY MONDAY. BY BARRITT & CO., AUCTIONERRS
No. 280 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

charge. CONCERT HALL AUCTION ROOMS, No. 1915 CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs

ay. For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale J O S E F H P E N N E Y
NO. 1207 CHESNUT STREET. [6 28 14 STOVES, RANGES, ETO.

BUZBY & HUNTERSON, MORNING GLORY

Stove, Heater and Range Warehouses

Nos. 309 and 311 N. SECOND St.,

Above Vine, Philadelphia,

Special attention to Heater and Range Work, Repairing promptly attended to. 10 8 im THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,)
Manufacturers of STOVES, HEATERS, THOM. SON'S LONDON KITCHENER, TINNED, ENA MELLED, AND TON HOLLOWWARE. FOUNDRY, Second and Midlin Streets.

OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer. INO. EDGAR THOMSON,

President. JAMES HOEY, General Manager