## A OURIOUS QUESTION.

\* \* A DAUGHTER! Well, what brought her?

Kitty asks, "How came she here!"
Half with joy and half with fear.

Kitty is our eldest child ight years old, and rather wild-Wild in manner, but in mind Wishing all things well defined.

Kitty says: "How came she here? Father, tell me—it's so queer; Yesterday we had no siste Else I'm sure I should have kissed her When I went to bed last night.

And this morning hailed her sight With strange and new delight; For, indeed, it passes all To have a sister not so tall As my doll! and with blue eyes!
And—I do declare!—it cries!

Last night I did not see her, father, Or I'm sure I had much rather Stayed at home as still as a mouse, Than played all day at grandma's house. She is pretty, and so tiny—
And what makes her face so shiny? Will it always be like that?
Will she swell up plump and fat, Like my little doll? or tall, Like my wax one? Tell me all About her, papa dear,

For I do so long to hear

Where she came from, and who brought her, Yours and mamma's bran new daughter!" A daughter!—another daughter!
And the question is "What brought her?" Spence, our boy, but three years old,
Says the nurse did—And is bold,

In defiance of them both, Since to yield his place he's loth, And, pouting, feels his nose's point, When I declare 'tis out of joint, But though the childish explanation Be food enough for child's vexation, We older folks must better find To feed the hunger of the mind;

To us, of larger issues preaching This link of life eternal reaching, From earth to heaven, this new-born soul Comes fresh from wherever roll Its countless years through yonder heaven, Has deeper cause for thinking given.

No matter what—she comes to bring A blessing in her life's young spring.
"No matter, darling!—she is here—
Our daughter, sister, baby dear!— Open your hearts, and let her enter, Open them wide, for God hath sent her?" NATIONAL MEDALS.

## Their Origin and Peculiarities.

The whole number of Gold Medals awarded by the Nation for distinguished services during the Revolution and in the war of 1812, was but forty-one. The medals of the Revolution were all struck in France, and, at the time they were struck, the French Government presented a series in silver to General Washwhich medals, after the decease of Gen. Washington, were offered for sale and purchased by Daniel Webster. So highly esteemed were the medals of the Revolution, that about the year 1791, an enterprising Jew, in London, by the name of Hyans, who had seen them cut at his own expense, dies of several of them, and executed copies in copper, which were sold as genuine. The cop-per medals of Washington, Howard, and Wm. Washington had their origin in this forgery. By a resolution of Congress, March 25, 1776, the first national medal was presented to General Washington, on the occasion of the evacuation of Boston by the British troops in that year. Also a vote of thanks was passed to him, and the officers and soldiers under his command, for their wise and spirited conduct in the siege and acquisition of Boston. The next medal presented by Congress was to General Anthony Wayne. By the juurnal of Congress it appears that the attack on Stony Point was ordered by General Washington on the 10th of July, 1779. General Wayne issued his orders on the 15th, on the night of which day the attack was successfully made. Congress immediately passed a vote of thanks to General Wayne, and the officers and soldiers under his command, particularly mentioning Col. De Fleury and Major Stuart, who led the attacking columns, and Lieutenants Gibbons and Knox, who, under a severe fire, destroyed the double row of abatis. Gibbons and Knox were promoted, and gold medals were ordered to be struck and presented to Wayne, De Fleury and Stuart.

The fifth was to Gen. Horatio Gates, Nov. 4, 1779, on the occasion of the defeat of Burgoyne's army and detachments from it.

The sixth was the The Andre Medal Nov. 3, 1780. It consists of a silver shield or medallion, and bears the names of John Paulding, David Williams and Isaac Van Wart, who intercepted Major John Andre, in the character of a spy, and notwithstanding the large bribes offered them for his release, nobly dis-daining to sacrifice their country for the sake of gold, secured and conveyed him to the commanding officer of the district, whereby the conspiracy of Benedict Arnold was brought to light, the insidious designs of the enemy baffled, and the United States rescued from impending danger. A pension of two hundred dollars annually during life, was also bestowed on each of them. March 9th, 1781, five gold medals were ordered by Congress, to be struck and presented to General Nathaniel Green, Col. Wm. A. Washington, Major Henry Lee (afterwards General Lee,) Daniel Morgan and John Eager Howard, for their gallant services during the war. Also to Major Lee, a vote of thanks for the remarkable prudence, address and bravery displayed by him at Paulus Hook (now Jersey City,) August 19,

The twelfth medal was to the naval hero, Captain John Paul Jones, Feb. 27, 1781, together with a complimentary resolution, for the capture of the English frigate Serapis, by the Bon Homme Richard.

The above twelve medals were all that were struck in reference to public events in this country, previous to the close of the war of independence.

The next and thirteenth National medal was to Captain Thomas Truxton, for the capture of the French frigate La Vengeance by the United States frigate Constitution, Feb. 1, 1800. The resolution of Congress ordering the medal, was passed during the session of 1800. The fourteenth was also to a naval hero, Commodore Edward Preble, March 3, 1815, for the attack on the Dey of Tripoli, 1804.

Nov. 3, 1814, soon after the close of the war, a general resolution was passed by Congress presenting gold medals to Gen. Ripley. Gen. Gaines was also honored by a unanimous vote of thanks by Congress; and the States of New York. Virginia and Tennessee in addition to a unanimous vote of thanks, presented him with a fine gold hilted sword. Gen. Ripley was in like manner honored by legislative resolutions from New York, Massachusetts, South Carolina and Georgia. The twenty-second was to Gen. Andrew Jackson, February 27, 1818, for the battle of New Orleans, January 8, 1815. He also received by resolution of Congress, a vote of thanks.

April 4th, 1818, by vote of Congress, medals were presented to Governor Isaac Shelby and Gen. Wm. H. Harrison for the battle of the Thames. The twenty-fifth to Lieut.-Colonel Crogban, 1835, for the defence of Fort Sandusky, August 2d, 1813.

The twenty-sixth, January 29th, 1813. to Captain Isaac Hull, for the capture of the British frigate Guerriere by the United States frigate Constitution, July,

By resolution of Congress, of the same date, the twenty-seventh medal was to Captain Jacob Jones, for the capture of the British sloop-of-war Frolic by the United States sloop-of-war Wasp, Oct. 18th. 1812

The twenty-eighth, March 3, 1813, to Captain Stephen Decatur, for the capture of the British frigate Macedonian by the U.S. frigate United States, Oct. 25, 1812.

Twenty-ninth, same date, to Captain William Bainbridge, for the capture of the British frigate Java, by the Consti-tution, Dec. 29, 1812.

Jan. 6, 1814, to Commodore Oliver H. Perry, Commander of the fleet on Lake Erie, for the signal victory over a British squadron of superior force; and to Capt. Jesse D. Elliott, second in command for gallantry in the action on Lake Erie. Sept. 10, 1813.

The thirty-second, Jan. 6, 1814, to the nearest male relative of Lieut. W. Burrows, for gallantry and good conduct in the capture of the British sloop-of-war Boxer, by the U.S. brig Enterprise, Sept. 4, 1813. The gallant commander of the Enterprise lost his life in the action.

The thirty-third, same date, to Lieut. Edward R. McCall, second in command on board the Enterprise. Thirty-fourth, January 29, 1814, to Capt. James Lawrence for the capture of the British brig Peacock by the U.S.

sloop-of-war Hornet, Feb. 24, 1813. Thirty-fifth and thirty-sixth, Dec. 16, 1815, to Commodore Thomas McDonough, commander of the fleet, and Capt. Robert Henley, second in command on Lake Champlain, Sept. 11, 1814. Silver medals were also ordered for

the nearest male relatives of Lieut. Peter Gamble and Lieut. Stansbury, who were killed in the engagement.
Thirty-seventh, Dec. 24, 1815, to Lieut. Stephen Cassin, commander of the U. S. schooner Ticonderoga, for gallantry

in the naval battle on Lake Champlain, Sept. 11, 1814. Thirty-eighth, Oct. 21, to Capt. Lewis Warrington; also a vote of thanks from

both Houses, for the capture of the British brig L'Epervier by the sloep of war

Peacock, March 29, 1814.
Thirty-ninth—Dec., 1816, to the widow of Captain Johnson Blakely, for the capture of the British sloop-of-war Reindeer by the sloop-of-war Wasp, June 28, 1814. After the action, the Wasp was proken by a yearsel off the Western Leasure. spoken by a vessel off the Western Isles; since which time she has never been heard of. The circumstances attending her fate are like many others incident to the great deep, beyond the reach of discovery. On the 27th Dec., 1817, the Legislature of North Carolina, of which State Captain Blakely was a native, "Resolved unanimously, that his child be educated at the expense of the State and that his widow be requested to draw on the Treasurer of the State, from time to time, for such sums of money as shall be required for the education of her child." This action of the State of North Carolina to her gallant son, is the brightest example of State gratitude in the history of our country. Its equal is only to be found in the classical days of Greece, when the offspring of those who fell in battle for their country, became the children of the state whose cause had rendered them fatherless. It is by the fostering of such a spirit as this that the United States may acquire the most enviable ascendancy over the hearts of her citizens; fathers will aspire to die in the de-

fence of their country, when thay are made to feel that their honor is perpetuated in the adoption of their children. On the meeting of Congress, 1816, that body passed a vote of thanks to Captain Chas. Stewart, his officers and crew, and resolved that a suitable gold medal commemorative of that brilliant event, the capture of the two British ships of war, the Cyane and Levant, by the Constitu-tion, Feb. 20, 1815, should be presented to Capt. Stewart, in testimony of the sense they entertained of his gallantry. and that of the officers, seamen and marines under his command on that occa-

During the same session of Congress, 1816, that body voted a gold medal to Capt. James Biddle, for the capture of the British sloop of war Lenguin by the sloop of war Hornet, in 22 minutes, March

Silver medals were also presented to the commissioned officers of the Hornet. The above list comprises all of the medals of honor conferred by Congress for distinguished services during the war of Independence and the war of 1812. They form such an important part of our history, that we have taken the pains to collate the exact data for preservation that they may be regarded not as curious relics only, but as perpetua-ting the most important events in the foundation of American liberty.—N. Y.

JOHN CHINANAN A SOCIAL PROBLEM. JOHN CHINAMAN A SOCIAL PROBLEM,—The great influx of Chinamen into California gives rise to the idea among the people of that State that the next social problem will be the status of the Chinese in the United States. A San Francisco gentleman writes to a Boston paper: "In a few months or years he will cross the Rocky Mountains and begin to fill up the Valley of the Mississippi. As soon as the Pacific Railroad is completed, the path will be open to him. Millions can still be accommodated in the mines on the Pacific coast, On the lat of January, 1867, the Colorado, a pioneer of a new line between San Francisco and China, will commence her trips, cisco and China, will commence her trips, and every arrival will bring from one thousand to fifteen hundred to that port. Capitalists are already discussing the question of contracting with Chinase comparison. of contracting with Chinese companies for immense numbers of them to cultivate the Winfield Scott, Gen. E. P. Gaines, Gen.

James Miller, Gen. Peter B. Porter,
Gen. Alexander Macomb, Major Gen.

Jacob Brown, and Major Gen. E. W.

From Our Third Edition of Yesterday LATER FROM WASHINGTON

GENERALS GRANT AND SHERMAN. Secretary Stanton's Position.

THE RUMOR ABOUT MEXICO

The Baltimore Police Commissioners.

From Washington.

[Special Despatch to the Bull-tin.] WASHINGTON, October 26th.—Generals Grant and Sherman were in conference with the President to-day at an early hour. It is said that it relates to both military and

political matters. You may rely upon it that Secretary Stanton will not leave the Cabinet unless forced to do so.

It is more than probable that all the talk about Mexico will end in smoke. Several new candidates have appeared within the last few days for the Surveyorship of Philadelphia.

Secretary McCulloch has notified the President that he is decidedly opposed to making any more changes in his department.

The Case of the Baltimore Commissioners. Annapolis, Oct. 26, 1866.—The investigation of the charges against the Police Commissioners commenced at 11 o'clock. A large number of witnesses were present. The counsel of the Commissioners appeared and announced that they came to participate in the cross examination, but did not withdraw their plea against the jurisdiction of the Governor to pass final judgment. Mr. Schley, for the petitioners, objected to the Commissioner's counsel participating in the investigation unless they withdraw their plea against the jurisdiction of the Governor. The counsel are now arguing that point.

From Norfolk, Va. NORFOLK, Oct. 26.- The stern portion of the wrecked schooner Belle Bernard, of Philadelphia, recently drifted ashore on Body Island beach, with a portion of her rigging and sails attached, and another portion at Hog's Head, N. C. The bodies of a white and colored man were washed ashore, and buried by the natives.

The Quebec Sufferers.

QUEBEC, Oct. 26.—The subscriptions in aid of the sufferers by the fire are progressing favorably. Two thousand dollars were received from the New York Stock Exchange yesterday, and the citizens are much pleased with the generous gift. Boston is about forwarding a large dona-

tion of clothing. The weather here is very cold.

Canadian Affairs. OTTOWA, C. W., Oct. 26.—The Hotel du Cavalle has been engaged for troops of the 100th Royal Canadian Regiment will be stationed here this winter. There was a slight fall of snow here this

The Condemned Fenian, Col. Lynch-Ru-mored Attempt to Bescue Him. TORONTO, Oct. 26.—It is rumored that an attempt will be made to rescue Col. Lynch, who was yesterday sentenced to be hanged Markets.

Markots.

New York Oct. 28. Cotton quiet. Flour steady sales of 12 (00 bbls.; State, 60 (16.48 75; Ohio \$11 506. \$14 25; Western, \$0 (6.612 25; Southern, \$12 50.6317 60; Wheat 16.22. higher sales of 7.00 bu. Milwaukie Nub \$2 40. Corn advanced 26.5c.; sales at \$1 156.\$1 16. Pork firm; sales of 140 bbls at \$34 375. Lard quiet at 144.616c. Whisky steady. Gold 143. Lard quiet at 144.616c. Whisky steady. Gold 16.35. Miscon Breed, Sp. Hilloris Central, 125%. Michigan Southern, 925; New York Central, 125%. Reading 115%; Hudson River, 125. Missouri 6.8.2%. Reading 115%; Hudson River, 125. Missouri 6.8.2%. Reading 115%; Treasnry, 34.68, 165%; Five-twentles, 114%; U. S. Coupon 6.8, 113.4; Gold, 64.7%.

## CITY BULLETIN.

CHARGED WITH PERFURY.—Pat Lanegau and Robert Hodges were arraigned before Alderman Beitler, yesterday, upon the charge of perjury. The complainant was Lieut, John G. Loveaire, of the Ninth District Police II. Lieut. John G. Loveaire, of the Ninth District Police. It appears that two or three weeks ago the accused were arrested for drunkenness, and as is usual with prisoners, their valuables were taken from them and retained until they got sober. A day or two after the affair Lieut. Loveaire and three of his officers were arrested and charged with the larceny of \$100 belonging to these men. It was swern positively that to these men. It was swern positively that Lieut. Loveaire was behind the desk and received the money. He showed conclusively that he was in bed at the time he was alleged to have taken the money and the charge was dismissed by Aiderman Hurley. Then Lieut. Loveaire entered suit against Lanegan and Hodges. They were held in \$1,500 bail for their appearance at Court.

COURTS.

OYER AND TERMINER—Judges Allison and Peirce.—Gilbert Weitman was put on trial this morning charged with causing the death of Daniel Ringler. The defendant and death of Daniel Ringler. The defendant and deceased were neighbors in St. John street, near Poplar, and on Sunday afternoon, August 12th last, got into a quarrel at Ringler's door. Weltman made a remark about obtaining a second wife, and Ringler objected to the language being used in the presence of his daughter. Weltman retorted that Ringler was a feel if he considered that he had been insulting. This led to a retort, and Ringler proposed to fight. The parties engaged in a scuffle, and both fell to the ground heavily, Weltman on top with his knees on Ringler's stomach. The men were separated, and Ringler, who was in ill-health, rated, and Ringler, who was in ill-health, was found to be injured. He died in tw days, and a post mortem examination dis-closed the fact that his bowels had been ruptured. The case is on trial.

The following is the amount of coal transported over the Schuykilli Canal, during the week ending Thursday, Oot. 26, 1866: From Port Oarbon. Schuylkill Haven. Port Clinton Total for week..... Previously this year... Total ..... to same time last year.... .1,102,867 11 795,870 18 806,496 13

TRAVELING GUIDE. MORNING ACCOMODATIONS.

At 7.30 A. M. for Reading and all intermediate Size Returning leaves Reading at 6.30 P. M., arriving in Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

At S. D. A. M., for Reading, Lebanos, Harrisburg Pottaville, Pine Grove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara-Falls, Buthalo, Allembors, Chambers, Pittston, York, Carliste Chambers, Only, Hagerstown, &c., &c.

This train comments at READING with the Beat Panusylvania, Railroad trains for Allembors, and with the Lebanon Valley train for Harrisburg, &c.; at PORT OLINTON with Catawissa Railroad trains for Williamsport, Lock Heyen, Emira &c., at HARRISBURG with Northern Central, Camberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegroye, &c., Philadelphia at 2.50 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia R. R. trains for Solumbia, &c.

READING ACCOMMODATION.

Leaves Reading at 6.50 A. M., stopping at all waystations; gravives in Philadelphia at 2.50 P. M.; arrives in Reading at 7.50 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottaville 21 8.55 A. M., arriving in Philadelphia at 2.10 P. M.; arrives at Philadelphia at 2.55 P. M.; arriving at Philadelphia at 4.50 P. M.; arriving at Philadelphia at 4.50 P. M. Connecting at 7.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.50 A. M. and Harrisburg at 4.10 P. M. Connecting at 8.5 Sec'y McCulloch Tired of Removals. Philadelphia at 6.15 P. M.

Harrisburg accommodation leaves Reading at 9.20
A. M. and Harrisburg at 4.10 P. M. Connecting at Residing with Afternoon Accommodation south at 6.20
P. M., striving in Philadelphia at 9.10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 1.25 noon for Reading and all way stations; leaves Reading 11.20 A. M., and Downingtown 12.30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M: leave Philadelphia, for Reading at 8.30 A. M., returning from Reading at 4.25 P. M. (CHESTER VALLEY PALLEY PARESTER 12.20) Reading at 8.20 A. M., returning from Reading at 4.25 P. M.

CHRSTER VALLEY RAILEOAD.

Passenge in for Howningtown and interrediate points take the 7.20 and 8.15 A. M. and 4.35 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A. M. and 2.50 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A. M. and 2.50 NOOP.

NEW YORK EXPERSS, FOR PITTIBURGH AND THE WEST.

Leaves New York at 7, 9 A. M. and 8.00 P. M., passing itseding at 1.65, 11.53 AM, and 1.45 PM, and connect at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittaburgh, Chicago, Willamsport, Edmira, Ballikoors, &c.,

Reiturning, Express, Train leaves Harrisburg on arrival of Ponnsylvania Express from Pittaburgh, at 3 and 9.65A. M., 9.15 P. M., passing Reading at 4.19 and 10.52 A. M. and 11.30 P. M. etriving at Row York 10 A. M., and 2.45 P. M. Eliseping Cars accompanying these trains through between Jersey City and Pittaburgh, without charge.

without charge.

Mail train for New York leaves Harrisburg at 2.10 P

Mail train for Harrisburg leaves New York at 1

Moon, NOOL.
SCHUYLKILL VALLEY RAILROAD.
Traint leave Pottaville at 7, 11.20 A. M. and 7,15 P. M. steturning from Tamaqua at 7.55 A. M., and 1.40 and 4.15 P. M. LIBP. M.
SCHUYLKILL ANDSUSQUEHANNA RAILROAD Trains leave Auburn at 7.50 A. M. for Pinegrove and Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrieburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.20 P. M. and from Tremont at 7.35 A. M. and 6.25 P. M.

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

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General Esperintendant, Reading.

COMMUTATION TICKETS.

At 25 per cent., discount between any points desired At 25 per cent, discount between any for families and firms.
MILEAGE TICKETS.
Good for 2,000 miles, between all points, at \$23 50 each for families and firms.
SEASON TICKETS. SEASON TICKETS.

For three, six, nine or 'welve mooths, for holder only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the Boad will be furnished with cards, entitling themselves and wives to tickets at half-fare.

half-fare. EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be lead only at the Ticket Office at Thirteenth and Callowhill streets. Hill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Leave Philadelphia daily at 5.00 A. M., 12.45 noon and 8.P. M., for Reading, Lebanon, Harrisburg, Pottsville Fort Clinton, and all points beyond.

Gloss at the Philadelphia Post Office for all places on Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the prin sipal Stations only at 3.15 P. M. WEST CHESTER AND PHILA-

WINTER ARRANGEMENTS.
On and after MONDAY, Oct. 15th, 1868, the trains will leave as follows:
WEST CHESTER TRAINS,
Leave Philadelphia for West Chester, from Depot Thirty-Grat and Market street, 7.55 A. M., 11.00 A. M. 2.00.4.55 and 6.15 P. M.

Leave West Chester for Philadelphia, from Depot on B. Karket street, 6.29, 8.00. 10.85 A. M., 1.55, 4.50 P. M.

Trainsleaving West Chester at 8 05 A.M. and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton and will stop below B. C. Junction at Media only.

PENNELTON TRAINE,

Leave Philadelphia for Pennelton 4.15 and 11.50 P. M.

Leave Pennelton for Philadelphia 8.47 A. M., 7.52

P. M. P. M. Trains stop at all intermediate Stations. ON SUNDAYS—Leave Philadelphia at 8.50 A. M. Taese Trains stop at all intermediate Stations. ON SUNDAYS—Leave Philadelphia at 8.50 A. M. Art 2.00 P. M. Leave West Chester 7.55 A. M and 4.00 P. M. ON SUNDAYS—The West Philadelphia Passenger cars wil leave Reventh and Market streets, halfanhour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia and the convey passengers into the city.

depot on the arrival of each train to convey passed into the city.

Trains leaving Philadelphia at 7.50 A. M. and 4.45 P. M., and leaving West Cherter at 8.10 A. M., and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. B. for Oxford and intermediate points.

BY Passengers are allowed to take wearing appared only as Eagrage, and the Company will not, in any lamb, the responsible for an amount exceeding one hundred deilars, unless a special contract is made for the wine.

HENBY WOOD General Superiotendents PITTSBURGH, COLUMBURAN AND CINCINNATI RAILROAD

THE PAN HANDLE ROUTE WESTWARD. Owing to the great distance saved by THIS ROUTL the Government has assigned to it the carrying of the U.S. MALL to the Principal Cities of the West and C.S. MAIL to the Principal Cities of the West and Southwest. EING BUT ONE CHANGE OF CARBEL WEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVA IN CINCINNATI, INDIANAPOLIS, CAIRO ANTOCHOR, ONE TRAIN IN ADVANCE OF ANY STHICK LINE. THICR LINE.
Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoona in the evening for suppor, when Woodroff's Celebrated Paisce State-Room Sleeping Cars will be attached, and run through to Columbus rithout change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the According community.

a midnight, a comfort never before afforded to the taveling community.

Be sure to purchase tickets "VIA STEURERS VILLE," at PENNSYLVANIA RAILROAD OFFICE Corner Thirtisth and Market Streets.

Be Sure to purchase tickets "VIA STEURERS VILLE," at PENNSYLVANIA RAILROAD OFFICE CORNER Thirtisth and Market Streets.

Gen'l ficket Ag't. Steubenville, O. JOHN H. MILLER. Gen'l Ensteadway, New York.

JOHN DURAND, Gen'l Engl. L. Essensylvania Railroad Office, 631 Chestinut street; End Thirtieth and Market streets, West Philladelphia.

Thirteet an I hisket streets, west Philadelphia, 1856. PHILADELPHIA AND ERIE RATLEDAD, 1856.
This great line traveres the Northern and North west counties of Pennsylvania to the city of Erie of faits Erie.
It has been leased and is operated by the Pennsylvania Rallroad Company.
THE OF PASSENGEE TRAINS AT PRILADELPHIA.

Erie Mail Train

ARBIVE EASTWAID.

Erie Mail Train

LEAVE WESTWAED.

2.00 P. M.

Erie Mail Train

LEAVE WESTWAED.

2.00 P. M. 

at corner THIETIETE and MARKET SECONS, Finish delphia.
And for Freight business of the Company's Agents:
8. B. Kargston, Jr., corner Thirteenth and Market streets, Fhiladelphia.
J. w. Reynolds, Eric
Wm. Brown, Agent, N. C. R. R., Baltimore,
Wm. Brown, Agent, N. C. R., Baltimore,
Wm. Brown, Agent, M. C. R., B

FOR NEW YORK.—RARITAN AND DELAWARE BAY RAIL9A.M—Express for Long Branch, New York and intermediate points.
5P.M—Freight for New York and Way Staliens.
Goods delivered at Company's Depot, 320-North Whitves, Philadelphia, by 4P.M.. forwarded by this line, arrive in New York at 5 o'clock next morning.

EXTURNING:
The Passenger Steamer Jessé Hoyt leaves Pier 32 North Biver, foot of Duane street, N. Y., at 11 A. M., for Philadelphia Express. North River, foot of Duane Street, N. Y., at 11 A. M., for Philadelphia Express.

Freight received at Pier 22 North River, N. Y., by 4.30 P. M., will be ready for delivery in Philadelphia early the following morning.

FARE TO NEW YORK, 22 co.

Ticket Office Vine Street Ferry,

For further information apply to Company's agents.

R. H. CHIPMAN, Freight Office and Depot, 320

North WHARVES, Philadelphia.

J. B. BURT, Pier 32 North River, foot of DUANE Street New York.

Or at General Fielpht and Passenger Office, Phila-

Street New York.

Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESTRUT Street.

W. N. CLAYTON.

Superintendent, Red Bank, N. J.

General Freight Agent, Red Bank, N. J.

T. BRENT SWEARINGEN.

S322-1f General Agent, Philadelphia.

TRAVELING GUIDE BOOTES - MODERN PERMIST VANIA RECOVERAGE OF THE MIDDLE ROUTES - RO ROBTH PENNSYLVANIA 2 (2, THE MIDDLE ROUTS Quakertown

AT 4.15 P. M.—Accommodation, and for greenwise a
stopping at all intermediate Stations. Passengers for
Willow Grove, Hatboro' and Hartsville take; stage at
Abington: for Lumberville at Doylestowit.

AT 5.15 P. M.—Through Accummodation, for Beshishem and all Stations on main line of North Pennsylvanis Railroad, connecting at Bethelem with Lenigh
Valley Evening Train for Allentown, Manch Chunck,
&c. AT 6.15 P. M.—Accommodiation, for Lausdale, stor-ping at all informediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 A. M.; and 12.25 M.; and 6.15
P. M. P. M.
12.55 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City,
Hinzleon, and arrives in Philadelphia at 2.0 P. M.
Passengers leaving Wilkesbarre at 1.5 P. M., connect
at Bethichem at 5.15 P. M., and arrive in Philadelphis
at 5.40 P. M.

at Bethlohem at 6.15 P. M., and arrive in Philadelphis at 6.40 P. M.

Leave Doylestown at 6.40 A. M. 2.15 and 5.20 P. M.

Leave Lanedale at 8 A. M.

Leave Port Washington at 10.50 and 2.15 P. M.

ON SUNDAYE.

Philadelphia for Doylestown at 2.30 P. M.

Philadelphia for Doylestown at 2.30 P. M.

Boylestown for Philadelphia at 2.30 P. M.

Bethlohem for Philadelphia at 4.30 P. M.

Fifth and Sixth Streets Passenger Cars conv y passengers to and from Berks Street Depot.

Write Cars of Second and Third Streets Line convey passengers to Third Streets Pepot.

Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare.

EILIS CLARK, Agent.

Hillman's Passage Express will call for and deliver Baggage at the Depot. Baggage at the Depot.
Office. No. 118 South THIRD street. my21

Office. No. 112 South THIRD street.

FOR NEW YORK.—The UAM,
DEN AND AMBOY 2nd PHILALearthia AND TRENTON RAILROAD COMPANYS LINES, from Philadelphia to New York, and
way places, from WALNUT STREET WHARP
will leave as follows, vis:
A15 A. M., via Camden and Amboy, Accom., 22 2:
A15 A. M., via Camden and Jersey City Express, 2 60
A15 A. M., via Camden and Amboy Express, 2 60
A15 A. M., via Camden and Amboy Express, 2 60
A15 A. M., via Camden and Amboy Express, 2 60
A15 A. M., zand 5.00 P.M. For Mount Holly, Ewansville, Pemberton and Vincentown, A15 A. M., and
2 P. M. for Freehold.
A15 and 10 A. M. 12 M. 4, 5,5, and 11.30 P. M., for Fish
House, Palmyra, Riverton, Progress, Delanco,
Beverly, Edgewater, Ruylington Florence House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Borden-town, acc. The 10 A. M. and a P.M. lines runs direct through to Trenton. LINES FROM KENSINGTON DEPOT WILL 182VS 

Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sondays excepted) from Kensington De rrains daily (Sandays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 1.50 P. M. for Nispara Falls, But allo, Dunkirk, Canandalgua Elmiss, Ithaca, Owego, Rochester, Ringbampton, Oswego, Syracuse, Great Bend, Montroe, Wilkeebarre Scranton, Stroudsburg, Water Gay, Belvidere, Easton, Lambertville, Flemngton, &c. The 2.50 P. M. Line connects direct with he Train leaving Easton for Mauch Chunk, Ailentown, Rethlehem, &c.

At 5 P. M. for Lambertville and intermediate Stations & For New York, and Way Lines leaving Ken Sthering Depot Lake the Cars on Fifth street, above sington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run the Depot, and on arrival of each Train, run from the Depot. into the Depot, and on arrival of each Train, run from the Depot.

An additional Ticket Office is located at No. 528 Chaputs free. Concinental Hotel, where tickets so New ) ork and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can, by leaving orders, have their baggage checked at their leadences, by Grahaa's Baggage Express.

Fits, Pounds of Baggage only, allowed each Passen

Express.

Fire Pounds of Baggage only, allowed each Passen ger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over tity pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond slide, except by special contract.

LINES FROM NEW YORK FOR PHILADELPHIA LINES FROM NEW YORK FOR PHILADELPHIA Will leave from foot of Cortland street, at 12 M, and 4 P. Mr., via Jersey City and Camden. At 7 and 16 A. M., 6 P, M. and 12 Night via Jersey City and Ken sington. fington.
From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M.
From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M.
Vis Amboy and Camdon.
WM. H. GATZMER, Agent.

PHILADELPHIA. GERMAN.

PHILADELPHIA. GERMAN.

PHILADELPHIA. GERMAN.

TOWN AND NORRISTOWN

SAILINGAL-TIME TARLE.—On and after MON

DAY, May 18th. 1886.

FOR GERMANTOWN.

Geave Philadelphia.—5, 7, 8, 9, 10, 11, 12, P. M.

12, 2, 4, 45, 6, 65, 7, 8, 9, 10, 11, 12, P. M.

12, 2, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.

The \$20 down train, and the 24 and 5% up trains do

got stop on Germantown Eranch.

ON SUNDAYS.

Leave Philadelphia.—9.10 minutes.A. M.; 2, 3, 5, 8 and

10%, P. M.

Leave Germantown.—8 A. M.; 1, 4, 6% and 9%, P. M.

Leave Philadelphia.—5, 8, 19, 12, A. M.; 2, 24, 5%, 7, 3, and 11, P. M.

Leave Chestnut Hill—7.10 minutes. 8, 4.40, and 1149 A.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.49 A, 46.51, 6, 54.0, 6.40, 8.40, end 10.40 P, M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A, 46.11, 1.40, 6.40, 5.40, 6.40, 8.40, end 10.40 P, M.

Leave Chestnut Hill—7.40 minutes, A. M.; 2.5, and 8

Leave Chestnut Hill—7.40 minutes, A. M.; 11.40, 6.10 and 9.25 minutes P, M.

FOR CONSHOHOCKEN AND NORBISTOWN.

Leave Philadelphis—6, 6.55, 11.65 minutes, A. M.; 11.6, 6.40, 5.5, 6.5, 8.05, and 11.6, P. M.

Leave Norristown—54.7, 7.50, 9, 11, A. M.; 11.64, 6.44 and 6 P. M. and 8 P. M. train will stop at School Lane, Wienstelen. Mausyunk, Spring Mills and Conshohocken only.

Leave manayung—64, 7%, 820, 8%, 11%, a. M.; 2, 5, 6% and 8%, P. M.

ON SUNDAYE.

Leave Philadeiphia—9 A. M.; 24, 4, and 7% P. M.

Leave Hanayung—7% A. M.; 1% 6, and 9% P. M.

W. T. WILSON, General Superintendens,
Depot, Ninth and Green streets.

WRST JERSEY RALLROAD
LINES, from foot of Market street
upper Ferry, commencing MONDAY, September 24, 1866.

LEAVE PHILADRY MARKETS AND MARKETS A

1866. LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Salem, Miliville, and all intermediate stations, at 8 A. M., Mail. 3 30 P. M., Passenger, For Weedbury 8 A. M., 3 30 P. M., and 6 P. M.
For Cape Mayat 3 30 P. M.
For Cape Mayat 3 30 P. M.
Woodbury at 7.15 A. M. 8 40 A. M., and 4.51 P. M.
Bridgeton at 7.65 A. M. and 3 20 P. M. Freight 6.30 P. M. r. ol. Sal m at 650 A. M. and 305 P. M. Freight 5.45 P. M. Millville at 6.55 A. M. and 8.08 P. M. Freight 6.10 P. M. P. M.
Cape May at 11.45 A. M. Passenger and Freight.
PREIGHT will be received at Second Covered
Wharf below Walnut street, from 7 A. M. until 5 P. M.
Freight received before 9 A. M. will go forward the
same day.

SBDE CAY.
FREIGHT DELIVERY, No. 228 SOUTH DELAWARE AVENUE.
J. VAN RENSSELAER, Sup't. THE WFST JERSEY EXPRESS COMPANY will attend to all the usual branches of express business. A Special Messenger accomp nies each through train. Odice foot of Market street, "biladelphis, se2+173. J. H. MARKLEY, General Agent.

Office foot of Market street. "Dilaceipnia.

8c2417 J. H. MARKLEY, General Agent.

PHILADELPHIA & BALTI
WINTER ARRANGEMENTS:-ON AND AFTER
MONDAY, Oct. 15, 1868. the Trains will leave Philad
delphia, from the Depot of the West Chester & Philad
delphia, from the Depot of the West Chester & Philad
delphia, Railroad, corner of Thirty-first and Market
Streets, (West Philada), at 7.50 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.50, and Oxford at 6.55 A. M.,
A Market Train with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 11.15 A. M., Oxford at 12.00 M. and Rennett at 1.00
P. M., connecting at West Christer Junction with a
train for Philadelphia, On Wednesday and Satur
days trains leave Philadelphia at 2.30 P. M., run
through to Oxford.

The Train leaving Philadelphia at 2.50 A. M. connects at Oxford with a daily line of Stages for Peach
Bottom, in Lancaster county, Returning, leaves Feach
Bottom to connect at Oxford with the Afternoon Train
for Philadelphia.

The Train leaving Philadelphia at 4.55 rans to Rising
Sun, Md.

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 hun-Sun, Md

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 dollars unless a special contract be made for the same made in the HENRY WOOD, Gen'l, Sun's,

TRAVELING SUIDE. PHILADELPHIA. WILMINGHOAD—TIME TABLE.—Commencing MONDAY,
July 2d, 1986. "Trains will leave Depot, corner of
Broad street and Washington avenine, as follows:
Express, Train, as, 4.1b. A. M. (Mondays excepted),
for Baltimere and Washington stopping at Ollester,
Wilmington, Newark, Elikon, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Magnolis,
Chase's and Strommers Enn.

Express train at 11.5 A. M. (Sundays excepted) for
Baltimore and Washington,
Entpress Train at 2.00 P. M. (Bundays excepted) for
Baltimore and Washington, stopping at Chester,
Olaymont, Wilmington, Newark, Elkton, North-East,
Perryville, Havre-de-Grace, Aberdeen, Perrymar's,
Edgewood, Magnolia, Chase's and Steamser's Enn.

Night Express at 11.00 P. M. for Baltimore and Washington.

Passengers by boat from Raltimore for Fortress Ingon.

Ingon.

Rassengers by hoat from Baltimore for Fortress
Honroe, Norfolk, City Point and Richmond will take
the 11.45 A. M. Train.

WLLMINGTON ACCOMMODATION TRAINS,
stopping at all stations between Philadelphils and Wilmington. alington.

Leave Philadelphia at 9.00 A.M. 12.20,4.50,4.60 and 11.30

M. The 4.30 P. M. train connects with the Dela-ware Railroad for Harrington and intermediate sta-P. M. The 4.30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.30, 7.15 and 9.30 A. M., 4.00 and 6.30 P. M.

The 7.15 A. M. train will not stop at stations between Cht ster and Philadelphia.

Trains for Newcastle leave Philadelphia at 9.00 A. M., 4.30 and 6.00 P. M.

THROUGH TRAINS FROM RAITIMORE
Leave Wilmington at 11.00 A. M., 4.35 and 10.00 P. M.

GHESTIKE FOR PHILADELPHIA.

Leave Wilmington at 11.00 A. M., 4.55 and 10.00 P. M., 4.50 5.10, 7.25 and 19.25 P. M.

From Raitimore 12 P. M.

Trains for Raitimore 12 Philadelphia.—Leave Enitimore 7.25 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M., Express. 6.35 P. M., Express. 8.35 P. M., Express. Trains for Raitimore 12 Pave Chester at 4.43 and 8.51 A. M., and 4.15 P. M.

Trains for Baltimore leave Wilmington 25 5.25, and 9.25 A. M., and 4.15 P. M.

Freighttrains with passenger cars attached will leave Wilmington for Perryville and intermediate stations at 6.35 P. M. Leave Patritimore for Havre de-Grace and intermediate Stations at 4.5 P. M. Leave Parryville for Wilmington and intermediate stations at 4.2 P. M., connecting at Wilmington with the 7.15 A. M., Express Train 44 M. A. W. P. Delaware Train 44 M. A. M. CORNECANS AS WITHINGTON WITH AND A. M. TEAN TO THE ACTION A. M. TO RAITING.

EXPIRES Train at a 1.5 A. M. Tor Raitimore and Wasnington; Stopping at Chester. Witmington, Newark, Elkon, Northeast, Perryville, Havre-de-Grace; Aberdeen, Ferryman's, Magnolia, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Raitimore and Wasnington. Hight Express Hill F. M. IOI SEASIMORE and MASNIlagton.
Accommodation Train at 11.50 P.M., for Wilmington
and Intermediate Stations.

BALTIMORE FOR PHILADELPHYA.

Leave Baltimore at 8.25 P.M., stopping at Havre de
Grace, Perryville and Wilmington. Also stops at Elliton and Newark (to take passengers for Philadelphia
and leave passengers from Weshington or Baltimore or
Washington.

Accommodation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.50 P. M.

H. F. KENNEY, Superintendens.

PENNEY (T. NIA CENTRAL)

Indelphia and Intermediate Stations at 6.53 P. M.
H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL

FALL ARRANGEMENT.

The traits of the Pennsylvan'a Central Railroad leave the Depot, at Thirty first and Market streez, which may be reached by the cars of the Market Street Passenger Railway, as well as by those of the Chestint and Walnut Street, allway.

ON SUNDAYS—The Market Street cars leave Eleventh and Market streets 43 minutes before the departure of each train.

MANN'S BAGGAGE FNPRESS will call for and deliver Baggage at the Depot. Orders left at the office, No. 531 Chestint street will receive attention.

TRAINS LEAVE DEFOT, VIZ:

DAY KNPRESS.

PAOLI ACCOM.

PASSUEG ERIE FNPRESS.

at 12.00 M.

PASKSBUEG TRAIN.

At 1.00 P. M.

HAKRIS LUG TRAIN.

LANCASTER ACCOM.

at 2.30 P. M.

PHILADEDPHIA ENPRESS.

at 11.00 P. M.

PHILADEDPHIA ENPRESS.

Philadelphia Express leaves daily, All other trains

Pittsburgh & Erie Mail leaves daily, except Saturday.
Philadelphia Express leaves daily. All other trains daily, except Studay.
Pessengers by DAY EXPRESS go to Williamsport without charge of cars, and arrive at Lock Haven at 8.10 P. M.

without charge of cars, and arrive at lock Haven at 810 P. M.

BIOP. M. Paistogers by Day Fypress go to Carlisle and Chambersburg without a change of cars. Sleeping Car Tickets can be had on application at the Ticket Office, 631 Chestnut street.

TRAINS ARRIVE AT DEPOT, VIZ:

CINCISNATI SYRRESS. at 12 40 A. M.
PHILADELPHIA KYPRESS. "7 10 "
PAOI I ACCUM. NOS. 1 & 2. 8.20 A. M., & 7 10 P. M.
PARKE BU-16 TKAIN. 12 40 P. M.
LANCASTER TRAIN 12 10 P. M.
LANCASTER TRAIN 12 10 P. M.
FAST LINF. 15.60 " 5.50 "
HAERISBURG AC OM 9.50 " 9.50 "
HAERISBURG AC OM 9.50 " 9.50 "
HABRISBURG AC OM 19.50 " 9.50 " 9.50 "
HABRISBURG AC OM 19.50 " 9.50 " 9.50 "
HABRISBURG AC OM 19.50 "

The Pennsylvania Bailroad Company will not assume any list 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.

For further in formation, apply to JOHN C. ALLEN. Ticket Agent, 631 Cheatmut street. SAMUEL H. WALLACE, icket Agent at the Depot. AN EMIGRANT TRAIN runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCI'S FUNK. 187 Dock treet

spply to FRANCI'S FUNK LET Dock treet
TO PLEASURE TRAVELERS,
THE SHORTEST ROUTE
NIAGARA FALLS

SVAL

THE CATAWISSA RAILROAD,
Connections immediate and sure,
Scenery Unsurpassed. No road so free from dust,
Trains leave Philadelphia from
PHILADELPHIA AND READING RAILROAD
DEPOT.
THIRTEENTH AND CALLOWHILL,
at 8.15 A M., NIAGARA FALLS' EXPRESS
reaching Williamsport without change of car- at 6.50
P. M. (Supper), arriving at Niagara Fails at 9.55 A. M.
Sleeping Car through from Williamsport to Bochester
without change.

36 Prassengers remaining over night at Williams. Sleeping Car through from Williamsport to normalized without change.

\*\*F Passengers remaining over night at Williamsport can resume journey next morning at 7.35, reaching ligarar Falls at £.40 same evening.

\*Ask for tickets via Catawissa Radiroad, which can be procured at the Company's office.

\*\*TO CHESTNUT street, under Philadelphia Bank, and opposite the Custom House, and at Depot, THETTENTH and CALLOW-NILL streets.

\*\*TO YAN HORN, 1919-191.

\*\*General Passanger Agent.\*\*

\*\*TO CHEST MED AT

BUSINESS CARDS.

H. C. LANCASTER.
GRAIN STORE, SPRUCE STREET WHARF.

HI. GRAIN SIURE, SPRUUES STREET WHARF.

RETABLISHED IN 1826.

CORN, OATS and MILL-FRED sold Wholesale and Retail at lowest Market Rates, and delivered to all parts of the City.

Se7-ly parts of the city.

D. C. KNIGHT & CO., WHOLESALE GROOKES,
L.S. E. COT, WATER and CHESTNUT streets, Philadelphia. Agents for the sale of the Products of the Southwark Sugar Refinery and the Grocers' Sugar-House, of Philadelphia.

PENNSYLVANIA WORKS.—ON THE DELA.

WARE river, below PHILADELPHIA,
CHESTER, Delaware county, Pa.

Engineers and Iron Boat builders.

Manufacturers of

CONNEWERS.—ON ALL Einds of

CONDENSING AND NON-CONDENSING ENSCONDENSING AND NON-CONDENSING ENSIron Vessels of all descriptions, Bollers, Vatz, Tanky,
Propellers, &c., &c.
T. REANEY, W. B. REANEY. S. ARCHIBOLD,
Late of Late of Reaney, Neafe & Co., Penn Works. Phila. Engineer in Chief, U. S. Navy.

Reaney, Neale & Co.,
Penn Works. Phila.

T. VAUGHAN MERRICK.

T. VAUGHAN MERRICK.

T. VAUGHAN MERRICK.

SINGING STREETS.

PHILADRIPHIA.

MERRICK & SONS.

ENGINEERS AND MACHINISTS.

MERRICK & SONS.

ENGINEERS SEVEN.

MERRICK & SONS.

ENGINEERS SEVEN.

MERRICK & SONS.

ENGINEERS SONS.

MERRICK & SONS.

MERR Silean Trains, Defacators, Filtors, Pumping Engines, &c.

Sole Agenta for N. Billeur's Patent Sugar Boling Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Cestringal Sugar Draining Machines.

(NAS FIXTURES—MISERY, MERRICUL AB FIXTURES—MISERY, MERRICUL & C. THAORARA, NO. '718 O'HESTNUT STREET, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandellers, Perdants, Brackets, &c., They also introduce Gas pipes into Dwellings and Public Bolldings, and attend to extending, altering and repairing Gas pipes. All work war, randed.

ranied.

James A. Weight, Thounton Pile. Clement a
GRISCOM. THEODORE WRIGHT. FEARE I. WHILL
PRITER WRIGHT & SONS.
Importers of Farthenware.
Shipping and Commission. Merchanis,
No. 115 WALLIUT, Street, Philadelphis.

DRIVY WELLS. OWNERS OF BRIDE

PRIVY WELLS.—OWNERS OF PROPERTY.—The Only piece to get Privy. Wells, Cleansed and Dising facted, at vary low prices.

Manufacturer of Poddrette, Confidential Hall Indigent street.

MASONIC MARKS MARTIN LEANS, NO. 42 CHESTNUT STREET.

First Premium awarded by Franklis Institution of MARTIN LLANS, Manafacturer of MASONIU MARKIN.

MASONIU MARKIN.

FIRST MARKING, 6C, 200.

New and original designs of Masonic Markix. Templars' Medals, Army Medals and Curps Eadges of every description.

SUBJECT: