PLATFORM BENEVOLENCE.

A Page from Dickens's Novel.

Critics opine that, among all the world loses by the non-completion of "Edwin Drood," there is nothing that would have been in better vein the than the delineation of mock-philanthropy in character and career of "Mr. Honeythunder." It is thus, in the Seventeenth Chapter of the "Mystery," in the person of the amiable clergyman, Mr. Crisparkle, that the creator of Mesdames Jellyby and Pardiggle lashes the pretensions of that professional philanthropist:

AN ACCOUNT RENDERED UP BETWEEN CRISPARKLE AND HONEYTHUNDER.

"Enough!" bellowed Mr. Honeythunder, with a solemnity and severity that would have brought the house down at a meeting, "E—e—nough! My late wards being now of age, and I being released from a trust which I cannot contemplate without a thrill of horror, there are the accounts which you have undertaken to accept on their behalf, and there is a statement of the balance which you have undertaken to receive, and which you cannot receive too soon. And let me tell you, sir, I wish, that as a man and a Minor Canon, you were better employed," with a nod. "Better employed," with another nod. "Bet—ter em—ployed!" with another and the three nods added up.

Mr. Crisparkle rose, a little heated in the face, but with perfect command of himself.

"Mr. Honeythunder," he said, taking up the papers referred to, "my being better or worse employed than I am at present is a matter of taste and opinion. You might think me better employed in enrolling myself a member of your Society."

"Ay, indeed, sir!" retorted Mr. Honeythunder, shaking his head in a threatening manner. "It would have been better for you if you had done that long ago!"

"I think otherwise."

"Or," said Mr. Honeythunder, shaking his head again, "I might think one of your profession better employed in devoting himself to the discovery and punishment of guilt than in leaving that duty to be undertaken by a layman."

"I may regard my profession from a point of view which teaches me that its first duty is towards those who are in necessity and tribulation, who are desolate and oppressed," said Mr. Crisparkle. "However, as I have quite clearly satisfied myself that it is no part of my profession to make professions, I say no more of that. But I owe it to Mr. Neville, and to Mr. Neville's sister (and in a much lower degree to myself), to say to you that I *know* I was in the full possession and understanding of Mr. Neville's mind and heart at the time of this occurrence; and that, without in the least coloring or concealing what was to be deplored in him and required to be corrected, I feel certain that his tale is true. Feeling that certainty, I befriend him. As long as that certainty shall last I will befriend him. And if any consideration should shake me in this resolve, I should be so ashamed of myself for my meanness that no man's good opinion—no, nor no woman's—so gained, could compensate me for the loss of my own."

Good fellow! Manly fellow! And he was so modest, too. There was no more self-assertion in the Minor Canon than in the schoolboy who had stood in the breezy playing-fields keeping a wicket. He was simply and staunchly true to his duty alike in the large case and in the small. So all true souls ever are. So every true soul ever was, ever is, and ever will be. There is nothing little to the really great in spirit.

"Then who do you make out did the deed?" asked Mr. Honeythunder, turning on him abruptly.

"Heaven forbid," said Mr. Crisparkle, "that in my desire to clear one man I should lightly criminate another! I accuse no one."

"Tcha!" ejaculated Mr. Honeythunder with great disgust; for this was by no means the principle on which the Philanthropic Brotherhood usually proceeded. "And, sir, you are not a disinterested witness, we must bear in mind."

"How am I an interested one?" inquired Mr. Crisparkle, smiling innocently, at a loss to imagine.

"There was a certain stipend, sir, paid to you for your pupil, which may have warped your judgment a bit," said Mr. Honeythunder, coarsely.

"Perhaps I expect to retain it still?" Mr. Crisparkle returned, enlightened; "do you mean that too?"

"Well, sir," returned the professional Philanthropist, getting up, and thrusting his hands down into his trousers' pockets, "I don't go about measuring people for caps. If people find I have any about me that fit 'em, they can put 'em on and wear 'em, if they like. That's their lookout, not mine."

Mr. Crisparkle eyed him with a just indignation, and took him to task thus:

"Mr. Honeythunder, I hoped when I came in here that I might be under no necessity of commenting on the introduction of platform manners or platform manœuvres among the decent forbearances of private life. But you have given me such a specimen of both, that I should be a fit subject for both if I remained silent respecting them. They are detestable."

"They don't suit *you*, I dare say, sir."

"They are," repeated Mr. Crisparkle, without noticing the interruption, "detestable. They violate equally the justice that should belong to Christians, and the restraints that should belong to gentlemen. You assume a great crime to have been committed by one whom I, acquainted with the attendant circumstances, and having numerous reasons on my side, devoutly believe to be innocent of it. Because I differ from you on that vital point, what is your platform resource? Instantly to turn upon me, charging that I have no sense of the enormity of the crime itself, but am its aider and abettor! So, another time—taking me as representing your opponent in other cases—you set up a platform credulity: a moved and seconded and carried unanimously profession of faith in some ridiculous delusion or mischievous imposition. I decline to believe it, and you fall back upon your platform resource of proclaiming that I believe nothing: that because I will not bow down to a false God of your making, I deny the true God! Another time you make the platform discovery that War is a calamity, and you propose to abolish it by a string of twisted resolutions tossed into the air like the tail of a kite. I do not admit the discovery to be yours in the least, and I have not a grain of faith in your remedy. Again, your platform resource of representing me as revelling in the horrors of a battle-field like a fiend incarnate! Another time, in another of your undiscriminating platform rushes, you would punish the sober for the drunken. I claim consideration for the comfort, convenience, and refreshment of the sober; and you presently make platform proclamation that I have a depraved desire to turn Heaven's creatures into swine and wild beasts! In all such cases your movers, and your seconders, and your supporters—your regular Professors of all degrees—run amuck like so many mad Malays; habitually attributing the lowest and basest motives with the utmost recklessness (let me call your attention to a recent instance in yourself for which you should blush), and quoting figures which you know to be as wilfully one-sided as a statement of any complicated account that should be all Creditor side and no Debtor, or all Debtor side and no Creditor. Therefore it is, Mr. Honeythunder, that I consider the platform a sufficiently bad example and a sufficiently bad school, even in public life; but hold that, carried into private life, it becomes an unendurable nuisance."

"These are strong words, sir!" exclaimed the Philanthropist.

"I hope so," said Mr. Crisparkle. Good morning."

CITY BULLETIN.

—Five young men were arrested yesterday at Kelly's dam, near Germantown, for bathing and pitching pennies.

—Gottleib Hartung, residing on Race street, above Fifth, was accidentally shot in the hand while handling a pistol yesterday afternoon.

—Edwin Maehler, aged 28 years, residing at No. 2016 Chrisler street, fell from a scaffold on Saturday, in the upper part of the city, and sustained serious internal injuries.

—Mary Smith, aged 17 years, got into a quarrel with a companion on Saturday, at Seventh and Bainbridge streets, when the latter struck her with a brick, cutting a severe gash in her neck.

—Chas. Smedley, David Levi, Wm. R. Genther and Henry Hummell, charged with having been concerned in various house robberies in the Twentieth Ward, were committed on Saturday by Alderman Kerr.

—The tavern at Dean and Locust streets was slightly damaged by fire yesterday afternoon. As an alarm was given the Fire Department was out in full force, and there were the usual Sunday disorderly scenes.

—Mr. Charles E. Pugh is to succeed George C. Franciscus as General Agent of the Pennsylvania Railroad Company. He has been connected with the office for a number of years.

—Late on Saturday night Lieut. Flaherty, with a force of twenty men, made a descent upon a disorderly dance-house, at No. 723 St. Mary street, kept by a Mrs. Ormsley. Thirty-two inmates, male and female, black and white, were arrested.

—Charles Aitkens, aged 20 years, residing at 968 Alder street, was seriously injured about the head on Saturday last by a wagon shaft falling upon him, at an ice house on Tenth street, above Girard avenue, where he was employed. He was taken to his home.

—Mr. John M. Melloy, on Saturday evening, while driving up Eighth street, met with a serious accident. His horse becoming unmanageable, ran away, and Mr. Melloy was thrown to the ground, receiving a very bad cut on the head. He was taken to the Pennsylvania Hospital.

—Policeman John Rooney was badly beaten at Twenty-fourth and Spring Garden streets yesterday morning, and a prisoner rescued from him. James Monaghan was arrested on the charge of having been concerned in the affair. He was held in $1,000 bail by Alderman Pancoast.

—Christopher Naulty, who was arraigned for alleged complicity in the recent South Broad street outrage, was up at the Central Station on Saturday for a final hearing. There being no witnesses as to his action in the outrage, he was committed in default of bail to answer the charge of highway robbery.

—The corner-stone of the chapel of Grace Evangelical Lutheran Church, on Thirty-eighth street, above Haverford, West Philadelphia, was laid yesterday afternoon, in the presence of a numerous congregation. The exercises were conducted by Rev. Dr. Hutter, Rev. Dr. Conrad and Rev. Samuel A. Holman.

—Thomas Holland, Annie A. Bradley, Lizzie Smith, Jesse Smith and Ann Wolf, charged with having robbed Mrs. Sarah D. Wisler at the house of Holland, on Front street, had a hearing before Alderman Kerr on Saturday afternoon, and were held for trial. It will be remembered that Mrs. Wisler was taken sick on the street, and was carried into the house, where her gold watch was removed.

—John Miner, alias Marriner, had a hearing before Alderman Kerr, Saturday afternoon, charged with robbing the residence of Dr. Lehman Wells, No. 216 South Ninth street. The arrest of the defendant was brought about by a pawnbroker, who had received some of the goods. He identified two lads, who pawned the property. They represented that Marriner had sent them to dispose of the same. Defendant was committed to answer.

—Colonel Francis Cooper, an old and respected citizen of Philadelphia, died yesterday at the residence of his sister, 1031 Mount Vernon street. He served with distinction in the war of 1812, and has since filled a prominent position in business circles in this city. He was elected President of the Mechanics' Fire Insurance Company at the time of its organization, which position he held up to the time of his death. He was also a prominent merchant well known in the tobacco business.

—The funeral of Mathias W. Fury, of the Philadelphia Hose Company, who died from the effects of injuries received at the fire at the Pennsylvania sugar refinery, took place yesterday afternoon, and was attended by delegations of the Independence Engine, Fairmount Engine, Niagara Hose, Neptune Hose, Washington Hose, Washington Engine, Delaware Engine and Hibernia Engine. The Philadelphia Hose Company turned out 250 members. Company H, Philadelphia City Guard, also attended. The religious services were held at St. Paul's (R. C.) Church, and the interment took place at Cathedral Cemetery.

The Last Conflagration.

The possibility of the literal burning up of the world certainly seems quite probable at this season, and the *Western Christian Advocate* is at least timely in arguing as follows, in favor of the literal reading of Biblical prophecy. The editor says:

"The apostle Paul's comparison between the destruction of the old world by water and the present world by fire, proves that one event is just as literal as the other. It is a literal fact that the old world perished by water; it is a literal fact that the heavens and earth which are now kept in store, or treasured up, so as not to be destroyed by another deluge; and it is a literal fact, if there is any established meaning in language, that this same world, which is thus kept 'standing out of the water and in the water, is reserved unto fire, against the day of judgment and perdition of ungodly men.' This is the apostle's most unequivocal assertion. He spoke of the old world literally, of the heavens and earth which are now literally, of the water literally, and consequently of the fire literally. His argument may thus be put: 'If the old world was overwhelmed with water, literally, so that the inhabitants were drowned and the world perished, then, no less literally, must we expect that when the day of judgment comes this present world, now standing out of the water and in the water, shall be again destroyed, not by water, but by fire.'

"The prediction of the new creation, which is to follow the conflagration, corroborates this view of the subject. The state of things following the destruction of Jerusalem, if we have any conception of the facts or of the meaning of words, cannot possibly be taken as the 'new heavens and new earth, wherein dwelleth righteousness.' The disorder and general profligacy that ensued were rather proofs of moral degeneracy. But our figurative interpreters will tell us that the old world that passed away was Judaism, and that the new creation was the Gospel dispensation. But the Gospel dispensation came long before Jerusalem was destroyed. Its morning beams shone brightly on Pentecost, and its brightest rays of glory cheered the Apostles in their personal toils. If the Gospel kingdom was the new heaven and earth, the new creation preceded the figurative passing away of the old. But sober-minded thinkers cannot allow this preposterous assumption. The order of events is too plainly described in this chapter to admit of such perversions of truth, except by those who are 'willingly ignorant;' and it was not without foresight of special occasion that this solemn discourse on the judgment was followed immediately by a warning against those who 'wrest the scriptures to their own destruction.'

"We now submit that it is as clear as language can make it that this grand description of the solemnities of 'the day of the Lord,' including the burning up of the earth and the works therein, must be taken literally, without the speculative refinements of modern 'liberalism.' Such was the faith of the early church, and such has been the faith of the followers of Christ through all ages, while 'scoffers' have never ceased to ridicule it, contemptuously saying, 'Where is the promise of His coming?' But despite the scoffs of infidelity and the sneers and sophistries of the 'liberalists,' the doctrine of a future judgment rests upon the sure foundation of the infallible Word, and one of the sublime incidents of the day of the Lord will be the conflagration of this sublunary world."

—*Le Ménestrel* publishes a letter addressed by an Austrian residing in Paris to the Emperor of the French, which, it says, was submitted the other day to the Commission of the Conservatoire:—"Very illustrious, very powerful, and very clement Emperor," it begins, "I am an Austrian subject, and, without prejudice to my patriotism, your very devoted servant. Knowing the high solicitude of your French Majesty for all the arts in general, and for that of singing in particular, I do not hesitate to throw myself at your knees to beg that you will order me to be admitted to the Imperial Conservatoire of Paris, over which you reign with as much talent as over glorious France. I have no fortune, but I wish sincerely to make one. If your Majesty deigns to listen to my prayer the most brilliant future awaits me. My voice is one of those which God causes to shine in every 100 years for the benefit and consolation of humanity. It only rests with you, very illustrious, very powerful, and very clement Emperor, to open to this voice a field worthy of it. A little pension of 2,000 florins from your private purse; a letter of recommendation from your Majesty to the immortal director of the Paris Conservatoire, to ensure my admission into that establishment, and in a few years I shall be in a position to astonish the world by sublime accents, unknown until the present day. In concluding my letter I ask his Majesty's permission to make him a present—the only one worthy of him and of me. It is my photograph, the best that has hitherto been taken of me. I affirm it solemnly upon my honor. I await with impatience an answer from the greatest and most august of all the sovereigns of the earth, of whom I am, with profound respect, the very humble, very devoted and very obedient subject, although a native of Austria — —." After hearing the letter read the President proposed "the order of the day," which was voted unanimously.

—A very singular story comes from Russia. A peasant woman of the interior named Eugenia Chubakova having a stillborn child, put it away in a large box, which the experienced women of the village had told her was the proper thing, under the circumstances, to do. Two days after she raised the lid of the box to see what had become of the child, found that it had disappeared, and concluded that the "Domovoi," or Spirit of the House, had carried it away. Chubakoff, the husband, and the wise woman who had assisted at the delivery, were also of the opinion that the Domovoi had taken possession of the body, and it was resolved to keep the whole affair a profound secret. A month afterwards, however, the local authorities heard the story and instituted a search, the result of which was that a village thief named Vassili was proved to have stolen the missing body, and, acting under the advice of a wizard, to have fried it, in order that out of the fat which fell from it he might make a talismanic candle to assist him in the pursuit of his profession. By the light of the candles made from the fat of a fried baby a thief may steal as much as he likes without fear of discovery: but it is necessary that the baby should have been baptized. The light from a candle made out of the fat of a stillborn child is without virtue, and as soon as this was explained to the thief he desisted from the magical process which he had already commenced. Once in possession of a candle made from the fat of a baptized infant the thief has a course of unbroken prosperity before him.

AMUSEMENTS.

SÆNGERBUND'S GRAND SUMMER-NIGHT'S FESTIVAL, TO BE HELD MONDAY, AUGUST 1st, AT THE WISSAHICKON PARK, Which, on this occasion, will be handsomely and brilliantly illuminated. An excellent Band of Music will be in attendance. A GRAND DISPLAY OF FIREWORKS WILL TAKE PLACE. Only a limited number of Tickets, at $1, to be sold, and can be procured at the Hall of the Society, 222 Race street, or of members, as no Tickets will be sold at the Park. Hourly trains will leave Ninth and Green streets, and return from the Park until 12 P. M. jy30-2t§ THE COMMITTEE.

DUPREZ & BENEDICT'S OPERA HOUSE, Seventh Street, below Arch. THE INFANT SAPPHO THIS EVENING.

FOR SALE.

FOR SALE OR TO RENT—A FACtory property in Kensington, with steam engine, and all the requisites for carrying on an extensive business. Will be sold or let, with or without the machinery. The lot is 94 by 120 feet, with three-story brick building thereon. Address "FACTORY," at this office. jy27-tu th s-6t*

FOR SALE A FINE DWELLING, No. 400 South Ninth street. A Fine Dwelling No. 1721 Vine street. A Desirable Dwelling No. 117 New street. Three Desirable Dwellings Nos. 2126, 2128 and 2130 Walden street. A Handsome Residence, Germantown. Fine Dwelling and Grounds, West Philadelphia. Apply to COPPUCK & JORDAN, 433 Walnut street.

ARCH STREET.—FOR SALE—A Handsome Modern Residence, 22 feet front, with extra conveniences; and lot 150 feet deep to a street; situate on the south side of Arch street, above Fifteenth. J. M. GUMMEY & SONS, 733 Walnut street.

GERMANTOWN—FOR SALE—A handsome country seat, containing over two acres of land, pointed stone residence, with every city convenience; stone stable and carriage-house, and grounds improved with drives, walks, shade and choice shrubbery, situate on a turnpike road, within five minutes' walk from a station on the Germantown Railroad. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—PINE STREET (1809)—Modern Residence, four-story brick, three-story back buildings, two bath-rooms, water-closets, and all other conveniences. Lot runs through to Kearsley street. Terms to suit. FRED. SYLVESTER, 208 South Fourth. je22 tf§

BUSINESS OPPORTUNITY.—WE have for sale, on easy terms, fifteen minutes from the city, on the Germantown Railroad, an Elegant Residence, beautifully and completely fitted out with all modern conveniences. It has been occupied for two years as a boarding-house, and has a good winter and summer patronage. J. M. GUMMEY & SONS, 733 Walnut street.

GERMANTOWN—FOR SALE—two new pointed stone cottages, with every city convenience and well built, situate within two minutes' walk from Church Lane Station, on the Germantown Railroad; $5,000 each. J. GUMMEY & SONS, No. 733 Walnut street.

FOR SALE—THE 3-STORY BRICK residence, with 3-story double back buildings and every convenience, No. 813 Lombard street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—FOUR-STORY BRICK Dwelling, with three-story double back buildings, situate on Pine street, east of Eighteenth; has every modern convenience and improvement. Lot 18 feet front by 135 feet deep. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE DESIRABLE Three-story Dwelling, with three-story back buildings, No. 2225 Spruce street. With all modern improvements. Immediate possession. Terms easy. Also other properties on West Spruce street. Apply to COPPUCK & JORDAN, 433 Walnut street.

FOR SALE—GREEN STREET—The handsome residence, marble, first story; 20 feet front, with side yard, and lot 197 feet deep through to Brandywine street, No. 1518. No. 1021 CLINTON STREET—Three-story dwelling, with three-story double back buildings. Lot 20x115 feet to a street. CHESTNUT STREET—Handsome four-story residence, with large three-story back buildings. Lot 25 feet front by 235 feet deep, to Sansom street. Situate west of Eighteenth street. WEST LOGAN SQUARE.—FOR SALE—The handsome four-story brown stone residence, 24 feet front, and having three-story double back buildings; situate No. 246 West Logan Square. In perfect order. J. M. GUMMEY & SONS, 733 Walnut street.

NEW BROWN STONE HOUSES, NOS. 2006 AND 2010 SPRUCE STREET; ALSO, NO. 2116 WALNUT STREET, FOR SALE, FINISHED IN WALNUT IN THE MOST SUPERIOR MANNER, AND WITH EVERY MODERN CONVENIENCE. E. B. WARREN, 2013 SPRUCE STREET. APPLY BETWEEN 2 AND 4 O'CLOCK P. M. mh25tf

FOR SALE OR RENT—THE HANDsome three-story brick Residence, with three-story double back buildings, situate No. 2122 Vine street; has every modern convenience and improvement. Immediate possession given. J. M. GUMMEY & SONS, 733 Walnut street.

WHARF PROPERTY.—FOR SALE—A valuable Wharf Property, having Pier 70 feet wide, with Docks 30 feet wide on each side, situate on Schuylkill, near Penna. Central Railroad bridge. J. M. GUMMEY & SONS, 733 Walnut street.

WEST PHILADELPHIA—VERY desirable Building Lot for sale—Forty-first street below Pine, 60 by 169 feet. Only unimproved lot in the block. J. M. GUMMEY & Sons, 733 Walnut street.

WEST SPRUCE STREET.—FOR SALE —the Desirable Lot of Ground No. 2102 Spruce street, 22 feet front by 180 feet deep to a street. J. M. GUMMEY & SONS, 733 Walnut street.

TO RENT.

TO LET The New Five-Story Store, No. 18 South Sixth Street and No. 9 Decatur Street. Will rent the whole or separate floors, with or without Steam Power. THEODORE MEGARGEE, ap21-tf§ No. 20 South Sixth Street.

FOR RENT—LARGE DOUBLE Store Property, southwest cor. Market and Sixth streets. J. M. GUMMEY & SONS, 733 Walnut st.

FOR RENT—HANDSOME COUNtry place, with several acres of land, on Old York road, five minutes' walk from Oak Lane station, on the North Pennsylvania Railroad. FURNISHED COUNTRY SEAT, within two minutes' walk from Haverford station, on the Pennsylvania Central Railroad. J. M. GUMMEY & SONS, 733 Walnut street.

TO LET—SECOND-STORY FRONT Room, 324 Chestnut street, about 20 x 28 feet. Suitable for an office or light business. ja15 tf rp FARR & BROTHER.

TO RENT—ROOMS OF ALL SIZES, well lighted, suitable for light manufacturing business, in building No. 712 Chestnut street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR RENT—THE VERY DESIRABLE four-story brick Store, situate No. 322 Market street. J. M. GUMMEY & SONS, No. 733 Walnut street.

MANTELS, &C.

SLATE MANTELS

Of the latest and most beautiful designs, and all other Slate work on hand or made to order. Also, PEACH BOTTOM ROOFING SLATES. Factory and Salesroom, SIXTEENTH and CALLOWHILL Streets. WILSON & MILLER. ap8-6m§

INSTRUCTIONS.

PHILADELPHIA RIDING School and Livery Stable, No. 3338 MARKET street, will remain open all Summer. Handsome Clarence Carriages, Horses and Vehicles and Saddle Horses to hire. Horses trained for the Saddle. Horses taken to Livery. Storage for Wagons and Sleighs. SETH CRAIGE, Proprietor.

DENTISTRY.

THIRTY YEARS' ACTIVE PRACTICE.—Dr. FINE, No. 219 Vine street, below Third, inserts the handsomest Teeth in the city, at prices to suit all. Teeth Plugged, Teeth Repaired, Exchanged, or Remodelled to suit. Gas and Ether. No pain in extracting. Office hours, 8 to 5. mh26-6m,tu6m§

OPAL DENTALLINA.—A SUPERIOR article for cleaning the Teeth, destroying animalcula which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physicians and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apothecary, Broad and Spruce streets.

For sale by Druggists generally, and

Fred. Browne,	D. L. Stackhouse,
Hassard & Co.,	Robert C. Davis,
C. R. Keeny,	Geo. C. Bower,
Isaac H. Kay,	Chas. Shivers,
C. H. Needles,	S. M. McColin,
T. J. Husband,	S. C. Bunting,
Ambrose Smith,	Chas. H. Eberle,
Edward Parrish,	James N. Marks,
Wm. B. Webb,	E. Bringhurst & Co.,
James L. Bispham,	Dyott & Co.,
Hughes & Combe,	H. C. Blair's Sons,
Henry A. Bower,	Wyeth & Bro.

MOUNT FARM OIL.—350 BARRELS Natural Mount Farm Lubricating Oil, on the spot, for sale by EDW. H. ROWLEY, 16 South Front street.

ROSIN OIL.—500 BARRELS FIRST, second, third and fourth run Rosin Oils, for grease makers, printers' ink, painting and lubricating, for sale by EDW. H. ROWLEY, 16 South Front street.

RICE AND COTTON.—58 CASKS RICE, 8 Bales Cotton now landing from Steamer "Tonawanda," from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

RICE.—91 CASKS RICE, NOW LANDing from steamer "Wyoming," from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

COTTON.—168 BALES COTTON NOW landing from steamer Wyoming, from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

COTTON.—45 BALES COTTON NOW landing from steamer Wyoming, from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

SPIRITS TURPENTINE, TAR AND ROSIN.—91 barrels Spirits Turpentine, 111 do. Wilmington, N. C., Tar, 920 do. Pale and No. 1 Rosin, 353 do. No. 2 Rosin, landing from steamship Pioneer. 146 barrels No 2 Rosin, landing from steamship Prometheus. For sale by EDW. H. ROWLEY, 16 South Front street.

SHEATHING FELT.—TEN FRAMES English Sheathing Felt, for sale by PETER WRIGHT & SONS, 115 Walnut street.

CREESE & McCOLLUM, REAL ESTATE AGENTS. Office, Jackson street, opposite Mansion street, Cape Island, N. J. Real Estate bought and sold. Persons desirous of renting cottages during the season will apply or address as above. Respectfully refer to Chas. A. Rubicam, Henry Bumm, Francis McIlvain, Augustu Morino John Davis and W. W. Juvenal fe8-tf§

SPECIAL NOTICES.

WE ARE STILL RECEIVING ORders without advance in price, for our best quality Lehigh Coal. By hand-picking we free it as much as possible from slate and other impurities, rendering it very superior for family purposes. BINES & SHEAFF, Yards, Arch Street Wharf, Schuylkill, and Green lane and North Pennsylvania Railroad. jy29 6t§ Office, 15 South Seventh street.

THE PENNSYLVANIA STATE TEACHERS' ASSOCIATION will hold its Seventeenth Annual Meeting in the COURT HOUSE, in the city of Lancaster, on the 9th, 10th and 11th of August. For details see *School Journal* and Philadelphia *Press* of July 27th and 30th, and August 3d and 6th. CHARLES W. DEANS, jy26-tu th s6t§ Chairman Executive Committee.

PHILADELPHIA AND TRENTON RAILROAD COMPANY, 224 SOUTH DELAWARE AVENUE. PHILADELPHIA, July 20th, 1870. DIVIDEND NOTICE. The Directors have declared a Semi-annual Dividend of Five (5) Per Cent. upon the capital stock of the Company, clear of all taxes, from the profits of the six months ending June 30, 1870, payable on and after August 1, proximo, when the Transfer Books will be reopened. J. PARKER NORRIS, jy21-10t§ Treasurer.

NOTICE.—THE DELAWARE AND RARITAN CANAL COMPANY, AND THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY. On and after August 1st, 1870, the Stockholders of the above Companies of July 15, 1870, are entitled to a dividend of Five Per Cent. payable at No. 111 Liberty street, New York, or No. 206 South Delaware avenue, Philadelphia. RICHARD STOCKTON, Treasurer. TRENTON, N. J., July 18, 1870. jy19-12t

WANTS.

WANTED.—A YOUNG MAN, AS Clerk, in the counting-room of a Dry Goods Commission House. Address jy29 3t* P. O. Box 2901.

MUSICAL.

SIG. P. RONDINELLA, TEACHER OF Singing. Private lessons and classes. Residence, 308 S. Thirteenth street.

WHEEL GREASE.—WHITE AND Black Wheel Grease—in barrels, halves, quarters and kitts—suitable for Railroads, Mills and heavy Machinery, and for sale by EDW. H. ROWLEY, 16 South Front street.

PROPOSALS.

PROPOSALS FOR NAVAL MATERIALS.

NAVY DEPARTMENT, BUREAU OF EQUIPMENT AND RECRUITING, July 11, 1870.

Sealed Proposals to furnish materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificates of guarantors, will be furnished to such persons as desire to bid on application to the commandants of the respective navy-yards, and those of all the yards on application to the Bureau.

The Commandant of each navy-yard and the purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of, or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:

No. 1. Flax Canvas, &c	No. 13. Soap and Tallow.
No. 2. Cotton Canvas, &c.	No. 14. Oxhides for tope.
No. 3. Cotton Hammock Bag & Cot stuff	No. 15. Brushes.
No. 4. Iron and Steel.	No. 16. Ship Chandlery
No. 5. Galley Iron.	No. 17. Tar & Tar Oil.
No. 7. Chain Iron.	No. 18. Stationery.
No. 8. Hardware.	No. 19. Dry Goods.
No. 9. Cooking Utens's	No. 20. Firewood and coal.
No. 11. Tin and Zinc.	No. 21. Sand.
No. 12. Leather.	

CHARLESTOWN NAVY-YARD.
Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.

BROOKLYN, NEW YORK.
Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.

PHILADELPHIA.
Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.

WASHINGTON.
Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.

NORFOLK.
Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.

PORTSMOUTH, N. H.
Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21
jy12 tu4t§

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th day of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz.:

STAMPED ENVELOPES.

No. 1. Note size, 2⅝ by 5⅛ inches—two qualities.

No. 2. Ordinary letter size, 3 1-16 by 5⅛ inches—three qualities.

No. 3. Full letter size, 3⅜ by 5⅝ inches—three qualities.

No. 4. Full letter size (for circulars), ungummed on flap, 3⅜ by 5⅝ inches—one quality.

No. 5. Extra letter size, 3⅝ by 6⅜ inches—three qualities.

No. 6. Extra letter size, 3⅝ by 6⅜ inches, (for circulars), ungummed on flap—one quality.

No. 7. Official size, 3 15-16 by 8⅞ inches—two qualities.

No. 8. Extra official size, 4⅜ by 10⅜ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and five-eighths by nine one-half inches (round cut)—one quality.

EMBOSSING, WATER MARKS, PRINTING, RULING, PAPER STYLE OF MANUFACTURE.

All the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are ordered of the styles known as "Black-lined" or "Self-ruled" (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor. The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong paste-board or straw boxes, securely bound on all the edges and corners with cotton or linen cloth glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong Manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water-routes, must be provided with suitable water proofing. The whole to be done under the inspection and direction of an agent of the Department

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects, ready for use, and in such quantities as my be required to fill the daily orders of Postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent only authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expenses of storing, packing, addressing, labeling, and water-proofing, to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the Department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee, signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:

Note size	1,468,250
Letter size, first quality	66,466,500
Letter size, second quality	8,056,750
Letter size, second quality (ungummed)	3,618,600
Extra letter size, first quality	5,815,750
Extra letter size second quality, (ungummed)	454,000
Official size	569,900
Extra official size	5,100
Newspaper wrappers	4,936,250
Total	86,280,500

Within ten days after the contract has been awarded the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds, with good and sufficient sureties, in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract according to the provisions and subject to the liabilities of the 17th section of an act of Congress, entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes." (United States Statutes at Large, vol. 5, page 256), approved August 20, 1842; which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:

1. To reject any and all bids if in his judgment, the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfil the conditions thereof than the original contractor.

3. To annul the contract if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster General, Washington, D. C.

JNO. A. J. CRESWELL,
jy14,th,s,tu,12t§ Postmaster General.

MEDICAL.

DR GALLAGHER'S VEGETABLE PILE CURE

Is a quick, safe and effectual remedy for BLEEDING, BLIND OR ITCHING PILES, CONSTIPATION OF THE BOWELS, &c. Its principal virtues are derived from its internal use, regulating the Liver and Kidneys, and imparting health and vigor to the whole alimentary canal. It is specific in its action, completely controlling the circulation of the blood in the hemorrhoidal vessels.

It has the double advantage of being harmless and pleasant to the taste, while its operations are reliable and satisfactory.

The afflicted can rely with the utmost confidence in this medicine, because the great success that it has met with since its introduction is a sure indication of its real value.

For inward and outward applications, if used as directed, it cannot fail to give the fullest satisfaction.

PRICE OF SINGLE BOTTLE, $1. SIX BOTTLES, $5. ALL RESPECTABLE DEALERS AND DRUGGISTS SELL IT.

Prepared Only by B. F. GALLAGHER,
jc21-2m§ No. 303 N. Third street, Philadelphia.

GAS FIXTURES.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted

SHIPPING ROSIN.—1,000 BARRELS NO. 2 and Strained Rosin, suitable for Foreign Shipment, for sale by EDW. H. ROWLEY, 16 South Front street.

A REMINISCENCE OF QUEEN VICTORIA.

How She Received the News of Her Accession.

On the 21st of June, three-and-thirty years ago, says the London *Times*, the reign of the present sovereign of England began. Shortly after two o'clock in the morning of the 20th of June, 1837, the Archbishop of Canterbury and the Lord Chamberlain left Windsor for Kensington Palace, where the Princess Victoria was residing with her mother, to inform her Royal Highness of the King's death. They reached Kensington Palace about five, and with some difficulty roused the porter at the gate. This functionary, apparently ignorant of the rank of the distinguished visitors, and knowing nothing of the business upon which they had come, kept them waiting for some time in the courtyard, and then turned them into one of the lower rooms, where they remained until, ringing the bell, the Lord Chamberlain desired the attendant of the Princess to inform her Royal Highness that they requested an audience on business of importance. After another delay and another ringing to inquire the cause, the attendant was summoned, who stated that the Princess was in such a sweet sleep that she could not venture to disturb her. The Archbishop of Canterbury gravely replied: "We are come to the Queen on business of state, and even her sleep must give way to that!" It did; and in a few minutes her Majesty came into the room in a loose white dress and shawl, her hair falling over her shoulders, her feet in slippers, tears in her eyes, but perfectly collected and dignified. Lord Melbourne was immediately sent for, and a Privy Council was summoned to assemble at Kensington at eleven o'clock in the forenoon. At that hour the Queen, with the Duchess of Kent, entered the Council chamber, and the Lord Chancellor administered to her Majesty the usual oaths, binding her to govern the kingdom according to its laws and customs. She first received the homage of her uncles, the Dukes of Cumberland and Sussex, the Queen with admirable grace rising from her seat and preventing them from kneeling. The cabinet ministers and privy councillors then took the oaths of allegiance and supremacy; the former surrendered their seals of office, which her Majesty returned, and ministers kissed her hand on reappointment. A declaration was drawn up and signed by all present, acknowledging faith and constant obedience to "our only lawful and rightful liege Lady Victoria, by the grace of God Queen of the United Kingdom of Great Britain and Ireland, Defender of the Faith." The Queen then spoke to the following effect:

"The severe and afflicting loss which the nation has sustained by the death of my beloved uncle has devolved upon me the duty of administering the government of this empire. This awful responsibility is imposed upon me so suddenly and at so early a period of my life that I should feel myself utterly oppressed by the burden were I not supported by the hope that Divine Providence, which has called me to this work, will give me strength for its performance, and that I shall find in the purity of my intentions, and in my zeal for the public welfare, those resources which usually belong to a more mature age and a longer experience. I place my firm reliance upon the wisdom of Parliament and upon the loyalty and affection of my people. I esteem it also a peculiar advantage that I succeed to a sovereign whose constant regard for the rights and liberties of his subjects, and whose desire to promote the amelioration of the laws and institutions of the country have rendered his name the object of general attachment and veneration. Educated in England, under the tender and enlightened care of a most affectionate mother, I have learned from my infancy to respect and love the constitution of my native country. It will be my unceasing study to maintain the reformed religion as by law established, securing at the same time to all the full enjoyment of religious liberty; and I shall steadily protect the rights, and promote to the utmost of my power the happiness and welfare of all classes of my people."

A generation has passed away since these words were uttered; eight Parliaments have been called to the counsels of the Sovereign, and twelve Ministries have ruled in Downing street. Abroad, all continental thrones, from the vast empire of Russia to the smallest of the German grand duchies, have changed their occupants. Amid the stormy times of conflict and revolution in Europe, the throne of the Queen of England has remained unshaken, for the loyalty and affection of her subjects have been its basis. Amid the strife of contending parties at home, and throughout the thirty-three years which separate the Premiership of Lord Melbourne from that of Mr. Gladstone, Queen Victoria has ever fulfilled the duties of a constitutional monarch, placing her "firm reliance upon the wisdom of Parliament," and never failing to give effect to the expressed wishes of her people.

THE DISADVANTAGES OF MUSIC.

Musical Art a Mistake.

A writer in the Cincinnati *Chronicle* takes the bold ground that music is a deleterious art, of no benefit to the world, but a great deal of harm. Here is his argument:

"Last week being a musical week, both in Cincinnati and New York, conversation naturally flowed in that channel, and the question came up, Was music a mere sensual pleasure, or was it more? One thought it at most but a refined sensual gratification. The 'divine power of music' was quoted, but might not this divinity, like other legendary attributes of Deity, be only a traditional or habitual expression without particular meaning? A third queried, in proof, whether musical people, taken as a class, were better than others, &c.

"We are in the habit of thinking and saying that music is refining and elevating. Of course, this refining and elevating tendency depends upon the character of the music itself. What is the standard of character among Italians, one of the most musical people in the world? What has the divine art done for them? What manly, or heroic, or exalted element has it implanted? There are very few Italian operas that any woman can say she is the better for having heard, or that a man can turn away from feeling stronger and more nerved for good. Aside from the music of their lighter hours, take their devotional strains; have these made them truer, more reliant, braver?

"Gregory, a wealthy and accomplished Roman, and no mean musician, became first a monk, and then was made pope, and is known as Gregory the Great in history. Appreciating the power of music, he introduced it into the church, and used it as an auxiliary in converting the northern races, relying upon its enervating influence in softening their savage natures. Despatching St. Augustine as a missionary to England, he also sent with him a band of trained singers, whose persuasive powers proved more potent than those of the celebrated father.

"The Goths and Huns, who had subdued the Greeks, already enfeebled by their own Lydian measures, in their turn succumbed to the Gregorian chants; but the northern nations never became as thoroughly imbued with the spirit of melody as did they of milder skies and softer airs.

"Besides the operatic and devotional music, we have that of the trump and drum, which sends men to death 'as to a festival.' It is grand; but was not Ney's charge at Waterloo, with not even a bugle to sound the onset, grander?

"The Germans, with a different music, are a different people. We do not know what they would be without it, but we do know that with it they put their women in the field and use them as beasts of burden.

"Is there not more than would seem at sight in the Quaker's rejection of this element of culture?

"It has been said that an Italian, after steeping himself in music, will stiletto his friend at his own door; that a German will smoke and drink lager, and listen to the finest strains of Beethoven, then go quietly home and in a fit of jealous rage murder his wife or his sweetheart; that a Frenchman after spending the night at the opera, will light his charcoal or seek the Seine, humming his favorite air. 'Let me make the songs of the people and who will may make their laws,' said one who knew them. Now the point is, Does music make the people, or the people the music? All this, however, resolves itself into the question asked by our friend: Are musical people, as a class, better than others?"

SHIPPERS' GUIDE.

FOR BOSTON. Steamship Line Direct.

ROMAN, SAXON, NORMAN, ARIES.

Sailing Wednesday and Saturday FROM EACH PORT.
From Pine St. Wharf, Phila., at 10 A. M.
" Long Wharf, Boston, at 3 P. M.

These Steamships sail punctually. Freight received every day.

Freight forwarded to *all points in New England.*

For freight or passage (*superior accommodations*) apply to HENRY WINSOR & CO., 338 SOUTH DELAWARE AVENUE.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA. The YAZOO will sail FOR NEW ORLEANS, direct, on Thursday, August 18th, at 8 A. M. The YAZOO will sail FROM NEW ORLEANS, via HAVANA, on Wednesday, August 3d. THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, LAVACCA and BRAZOS, and to all points on the MISSISSIPPI, between NEW ORLEANS and ST. LOUIS. RED RIVER FREIGHTS RESHIPPED at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail FOR SAVANNAH on Saturday, August 6, at 8 A. M. The TONAWANDA will sail FROM SAVANNAH on Saturday, August 6. THROUGH BILLS OF LADING given to all the principal towns in GEORGIA, ALABAMA, FLORIDA, MISSISSIPPI, LOUISIANA, ARKANSAS and TENNESSEE, in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad and Florida steamers, at as low rate as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail FOR WILMINGTON on Wednesday, August 3, 6 P. M.,—returning, will leave Wilmington, Tuesday, August 9. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Rail road to all interior points. Freights for COLUMBIA, S. C., and AUGUSTA, Ga., taken via WILMINGTON at as low rates as by any other route. Insurance effected when requested by Shippers. Bills of Lading signed at Queen Street Wharf on or before day of sailing. WM. L. JAMES, General Agent, my31-tf§ No. 130 South Third street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870. STEAMERS LEAVE EVERY WEDNESDAY and SATURDAY, at 12 o'clk, Noon, from FIRST WHARF, above MARKET Street. RETURNING, LEAVE RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS. No Bills of Lading signed after 12 o'clock on sailing Day. THROUGH RATES to all points in North and South Carolina via Seaboard Air-Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee and the West via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drayage, or any expense for transfer. Steamships insure at lowest rates. Freight received DAILY. State-room accommodations for passengers. WILLIAM P. CLYDE & CO. No. 12 South Wharves and Pier No. 1 North Wharves. W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk.

FOR NEW YORK VIA DELAWARE AND RARITAN CANAL. EXPRESS STEAMBOAT COMPANY. The CHEAPEST and QUICKEST water communication between Philadelphia and New York. Steamers leave daily from First Wharf below MARKET street, Philadelphia, and foot of WALL street, New York. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the Lines running out of New York, North, East or West, free of commission. Freights received Daily and forwarded on accommodating terms. WM. P. CLYDE & CO., Agents, 12 South Delaware Avenue. JAS. HAND, Agent, 119 Wall Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave regularly from the first wharf abov Market street, every Saturday at noon. Freight received daily. WM. P. CLYDE & CO., No. 12 South Wharves and Pier 1 North Wharves. HYDE & TYLER, Agents at Georgetown. M. ELDRIDGE & CO., Agents at Alexandria. Va

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre de Grace, Delaware City and intermediate points. WM. P. CLYDE & CO., Agents; Capt. JOHN LAUGHLIN Sup't Office, 12 South Wharves, Philadelphia. apl1 tf§

FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. SWIFTSURE TRANSPORTATION COMPANY, DISPATCH AND SWIFTSURE LINES. Leaving daily at 12 and 5 P. M. The steam propellers of this Company will commence loading on the 8th of March. Through in twenty-four hours. Goods forwarded to any point free of commissions. Freights taken on accommodating terms. Apply to WM. M. BAIRD & CO., Agents, mh4-tf 132 South Delaware avenue.

NORTH PENNSYLVANIA RAILROAD —Freight Department.—Notice to Shippers.—By arrangements recently perfected, this Company is enabled to offer unusual despatch in the transportation of freight from Philadelphia to all points of the Lehigh, Mahanoy, Wyoming and Susquehanna Valleys, and on the Catawissa and Erie Railways. Particular attention is asked to the new line through the Susquehanna Valley, opening up the Northeastern portion of the State of Pennsylvania, embracing the towns of Towanda, Athens, Waverly, and the counties of Bradford, Wyoming and Susquehanna. It also offers a short and speedy route to Buffalo and Rochester, interior and Southern New York, and all points in the Northwest and Southwest and on the Great Lakes. Merchandise delivered at the Through Freight Depot, corner of Front and Noble streets, before 5 P. M., is distributed by Fast Freight Trains throughout the Lehigh, Mahanoy, Wyoming and Susquehanna Valleys early next day, and delivered at Rochester and Buffalo within forty-eight hours from date of shipment. [Particulars in regard to Buffalo, Rochester, interior New York and Western Freight may be obtained at the office, No. 811 Chestnut street. L. C. KINSLER, Agent of P. W. & E. Line.] D. S. GRAFLY, Through Freight Agent, Front and Noble streets. ELLIS CLARK, my10 General Agent N. P. R. R. Co.

GROCERIES, LIQUORS, &C.

Curing, Packing and Smoking Establishment JOHN BOWER & CO., Curers of Superior Sugar-Cured Hams Beef and Tongues, and Provisions Generally, S. W. Cor. Twenty-Fourth and Brown Sts. my24-tu th s 3m§

SHERRY WINE.—A VERY SUPERIOR and pure Spanish Sherry Wine at only $3 00 per gallon, at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

CLARETS.—EXTRA QUALITY TABLE Clarets, at $4, $5, $6 and $7 per case of dozen bottles—of recent importation—in store and for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

CALIFORNIA SALMON.—FRESH Salmon from California; a very choice article; for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

SEA MOSS FARINE—A NEW ARTICLE for food, very choice and delicious, at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

MUTTON HAMS.—A VERY CHOICE article of Dried Mutton, equal to the best dried beef, for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

JUST RECEIVED AND IN STORE 1,000 cases of Champagne, sparkling Catawba and California Wines, Port, Madeira, Sherry, Jamaica and Santa Cruz Rum, fine old Brandies and Whiskies, Wholesale and Retail. P. J. JORDAN, 220 Pear street, Below Third and Walnut streets, and above Dock street. de7 tf

JORDAN'S CELEBRATED PURE TONIC Ale for Invalids, family use, etc. The subscriber is now furnished with his full Winter supply of his highly nutritious and well-known beverage. Its wide-spread and increasing use, by order of physicians, for invalids, use of families, &c., commend it to the attention of all consumers who want a strictly pure article; prepared from the best materials, and put up in the most careful manner for home use or transportation. Orders by mail or otherwise promptly supplied. P. J. JORDAN, No. 220 Pear street, below Third and Walnut streets

RICE.—22 CASKS STRICTLY PRIME Charleston Rice landing and for sale by EDW. H. ROWLEY, 16 South Front street.

TRAVELERS' GUIDE.

NORTH PENNSYLVANIA R. R.

NEW AND ATTRACTIVE ROUTE FOR SUMMER TOURISTS TO Northern Pennsylvania, Interior New York, Buffalo, Rochester, Niagara Falls, Watkins' Glen, The Great Lakes and the West, ALSO TO Williamsport, Wilkesbarre, Scranton Schooley's Mountain, Allentown, Mauch Chunk, AND ALL POINTS IN THE Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery Are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied Scenery of the LEHIGH, WYOMING and SUSQUEHANNA VALLEYS, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7.35 A. M., 9.45 A. M., 1.45 P. M., 3.20 P. M. and 5.00 P. M., (Sundays excepted), FROM PHILADELPHIA PASSENGER STATION Corner of Berks and American Sts.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, 811 CHESTNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through to principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. je24

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the 9.45 A. M. EXPRESS TRAIN FROM THE NORTH PENNSYLVANIA RAILROAD DEPOT, Corner of BERKS and AMERICAN Streets, Philada.; Or by taking the 3.20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK can take the 9.45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre and Scranton.

Passengers to Williamsport by the 9.45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 CHESTNUT Street, No. 105 South FIFTH Street, and at NORTH PENNSYLVANIA RAILROAD DEPOT.

E. K. HYNDMAN, Master of Transportation.
JAMES A. DINKEY, General Ticket Agent.
jy20 lm§

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, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. Returning, leaves Reading at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

MORNING EXPRESS.—At 8.15 A. M. for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c.

The 7.30 A. M. train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. train connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.25 A. M., stopping at the intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6.15 P. M.

READING AND POTTSVILLE ACCOMMODATION.—Leaves Pottsville at 5.40 A. M. and 4.20 P. M., and Reading at 7.30 A. M. and 6.35 P. M., stopping at all way stations; arrive in Philadelphia at 10.20 A. M. and 9.25 P. M.

Returning, leaves Philadelphia at 5.15 P. M.; arrives in Reading at 7.55 P. M., and at Pottsville at 9.40 P. M.

MORNING EXPRESS.—Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 9.00 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon Express trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.50 P. M.; arriving at Philadelphia at 7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.30 noon for Reading and all Way Stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroad.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.30 and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.20 A. M., 12.45 and 5.15 P. M.

PERKIOMEN RAILROAD.—Passengers for Schwenksville take 7.30 A. M., 12.30 and 4.15 P. M. trains for Philadelphia, returning from Schwenksville at 6.45 and 8.05 A. M., 12.45 noon, 4.15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.—Passengers for Mt. Pleasant and intermediate points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia; returning from Mt. Pleasant at 7.00 and 11.25 A. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9.00 A. M. and 5.00 P. M., passing Reading at 1.45 and 10.05 P. M., and connects at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 5.35 A. M. and 8.50 A. M., passing Reading at 7.25 A. M. and 10.40 A. M., arriving at New York at 12.05 noon and 3.50 P. M. Sleeping Cars accompany these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.50 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.30 and 11.30 A. M. and 6.50 P. M., returning from Tamaqua at 7.35 A. M. and 1.40 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD —Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisburg, and at 12.05 noon for Pinegrove, Tremont and Brookside; returning from Harrisburg at 3.40 P. M.; from Brookside at 3.45 P. M. and from Tremont at 6.25 A. M. and 5.05 P. M.

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

Excursion Tickets from Philadelphia to Reading and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates.

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

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

Commutation Tickets, at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2,000 miles, between all points at $47 50 each for families and firms.

Season Tickets, for one, two, three, six, nine or twelve months, for holders only, to all points, at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at 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.

Freight Trains leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5.00 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails close at the Philadelphia Post-office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.

BAGGAGE.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

WEST JERSEY RAILROAD.

SUMMER ARRANGEMENTS.

Commencing Thursday, June 30, 1870.

Leave Philadelphia, foot of Market Street (Upper Ferry) at

8.00 A. M. Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate Stations.
9.00 A. M. Mail and Express for Cape May.
11.45 A. M. Woodbury Accommodation.
3.15 P. M. Accommodation for Cape May, Millville, Vineland and Way Stations below Glassboro.
3.30 P. M. Passengers for Bridgeton, Salem, Swedesboro and all intermediate Stations.
4 00 P. M. Fast Express for Cape May only.
5 45 P. M. Passenger for Swedesboro and Clayton; stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7.15 A. M., returning leave Cape May at 5.10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets good for four months from date of purchase, $60.00. Annual tickets, $100.

Freight train leaves Camden daily at 9.20 A. M., stopping at all stations between Glassboro and Cape May, and 12.00 o'clock, noon, for Swedesboro, Salem and Bridgeton.

Freight received in Philadelphia, at Second Covered Wharf below Walnut street.

Freight delivery at No. 228 South Delaware avenue.

WM. J. SEWELL, Superintendent.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.

At 6.30 A. M. Accommodation and 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3.30 P. M., Accommodation via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3.30 P. M. for New York, Long Branch and intermediate places.

At 6 P. M. for Amboy and intermediate stations.
At 6.30 A. M., 2 and 3.30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 3.30 and 5.00 P. M., for Trenton.
At 6.30, 8 and 10 A. M., 12 M., 2, 3.30, 5, 6, 8 and 11.30 P. M., for Bordentown, Florence, Burlington, Beverly and Delanco and Riverton.
At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8 and 11.30 P. M., for Edgewater, Riverside, Riverton and Palmyra.
At 6.30 and 10 A. M., 12 M., 5, 6, 8 and 11.30 P. M., for Fish House.

The 11.30 P. M. Line leaves from Market Street Ferry (upper side).

From Kensington Depot:

At 11 A. M., 2.30, 3.30 and 5.00 P. M. for Trenton and Bristol. And at 10.45 A. M. and 6 P. M. for Bristol.
At 7.30 A. M., 2.30, and 5 P. M. for Morrisville and Tullytown.
At 7.30 and 10.45 A. M., 2.30, 5 and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale and Holmesburg Junction.
At 7 A. M., 12.30, 5.15 and 7.30 P. M. for Bustleton, Holmesburg and Holmesburg Junction.
At 7 and 10.45 A. M., 12.30, 2.30, 5.15, 6 and 7.30 P. M. for Tacony, Wissinoming, Bridesburg and Frankford.

From West Philadelphia Depot via Connecting Railway:

At 7.00 and 9.30 A. M., 12.45, 6.45, and 12 P. M. New York Express Lines and at 11.30 P. M. Emigrant Line, via Jersey City.
At 7.00 and 9.30 A. M., 12.45, 6.45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg and Frankford.

Sunday Lines leave at 9.30 A. M. and 6.45 P. M., and 12 Night.

For lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars of Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square.

BELVIDERE DELAWARE RAILROAD LINE from Kensington Depot.

At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, &c.

At 7.30 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk Allentown, Bethlehem, &c.

At 11 A. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROAD CO.'S LINES, from Market Street Ferry (upper side.)

The 7, A. M. and 3.30 P. M. Lines leave from Walnut Street Wharf.

At 7 and 9 A. M., 1, 3.30, 5 & 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainsport and Mount Holly.

At 7 A. M., 2.15 and 6.30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3.30 & 5 P. M., for Smithville Ewansville, Vincentown, Birmingham and Pemberton

At 7 A. M. and 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt and Hornerstown.

At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon and Hightstown.

Fifty pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty 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 $100, except by special contract.

An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residences or hotel to destination, by Union Transfer Baggage Express.

Lines from New York for Philadelphia will leave from foot of Cortland street at 7 A. M., and 4 P. M., via Jersey City and Camden. At 8.30 and 9.30 A. M., 12.30, 5 and 7 P. M., and at 12 Night, via Jersey City and West Philadelphia.

From Pier No. 1, N. River, at 6.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.

August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIMETABLE. Commencing MONDAY, June 6th, 1870. Trains will leave Depot, corner Broad and Washington avenue, as follows:

WAY MAIL TRAIN at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all Regular Stations. Connecting with Delaware Railroad Line at Clayton with Smyrna Branch Railroad and Maryland and Delaware R. R., at Harrington with Junction and Breakwater R. R., at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad and at Salisbury with Wicomico and Pocomoke Railroad.

EXPRESS TRAIN at 11.45 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington with train for New Castle.

EXPRESS TRAIN at 4.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

NIGHT EXPRESS at 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11.45 A. M. Train.

WILMINGTON TRAINS.—Stopping at all Stations between Philadelphia and Wilmington.

Leave PHILADELPHIA at 11.00 A. M., 2.30, 5.00 and 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave WILMINGTON 6.45 and 8.10 A. M., 2.00, 4.00 and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Philadelphia. The 7.15 P. M. train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving WILMINGTON at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Central R. R.

From BALTIMORE to PHILADELPHIA.—Leaves Baltimore 7.25 A. M., Way Mail. 9.00 A. M., Express 2.35 P. M., Express. 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.—Leaves BALTIMORE at 7.25 P. M. Stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport Wilmington, Claymont, Linwood and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Sup't.

PENNSYLVANIA CENTRAL RAILROAD.—After 8 P. M., SUNDAY, July 10th, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. Those of the Chestnut and Walnut streets Railway run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accom.	10 A. M. and 12.50, and 7.10 P. M.
Fast Line	at 12.30 P. M.
Erie Express	at 11.00 A. M.
Harrisburg Accom.	at 2.30 P. M.
Lancaster Accom.	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Erie Mail and Pittsburgh Express	at 10.30 P. M.
Way Passenger	at 11.30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Pittsburgh Express leaving on Saturday night runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8.40 A. M.; arrives at Paoli at 9.40 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 P. M.; arrives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 6.50 A. M.; arrives at Philadelphia at 8.10 A. M. Sunday Train No. 2 leaves Paoli at 4.50 P. M.; arrives at Philadelphia at 6.10 P. M.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 3.10 A. M.
Philadelphia Express	at 6.30 A. M.
Erie Mail	at 6.30 A. M.
Paoli Accommodation	at 8.20 A. M. and 3.30, 6.40 P. M.
Parkesburg Train	at 9.00 A. M.
Buffalo Express	at 9.35 A. M.
Fast Line	at 9.35 A. M.
Lancaster Train	at 11.55 A. M.
Erie Express	at 4.20 P. M.
Lock Haven and Elmira Express	at 9.40 P. M.
Pacific Express	at 12.20 P. M.
Harrisburg Accommodation	at 9.40 P. M.

For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Ticket Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—The short middle route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Rochester, Buffalo, Niagara Falls, the Great Lakes and the Dominion of Canada.

SUMMER ARRANGEMENTS.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:

7 A. M., Accommodation for Fort Washington and intermediate points.

7.35 A. M., Fast Line for Bethlehem and principal stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with the Lehigh Valley Railroad for Easton, Allentown, Mauch Chunk, Mahanoy City, Williamsport, Wilkesbarre, Pittston, Towanda and Waverly, connecting at Waverly with the ERIE RAILWAY for Niagara Falls, Buffalo, Rochester, Cleveland, Corry, Chicago, San Francisco, and all points in the Great West.

8.25 A. M., Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough, &c., by this train, take stage at Old York Road.

9.45 A. M., Lehigh and Susquehanna Express, for Bethlehem, Allentown, Mauch Chunk, Williamsport, White Haven, Wilkesbarre, Pittston, Scranton, Carbondale, via Lehigh and Susquehanna Railroad, and Allentown, Easton, Hackettstown, and points on New Jersey Central Railroad and Morris and Essex Railroad to New York, via Lehigh Valley Railroad.

11 A. M., Accommodation for Fort Washington, stopping at intermediate stations.

1.15, 3.30 and 5.20 P. M., Accommodation to Abington.

At 1.45 P. M., Lehigh Valley Express for Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, Mahanoy City, White Haven, Wilkesbarre, Pittston, and the Mahanoy Wyoming coal regions.

At 2.30 P. M., Accommodation for Doylestown, stopping at all intermediate stations.

At 3.20 P. M., Bethlehem Accommodation for Bethlehem, Easton, Allentown and Coplay, via Lehigh Valley Railroad, and Easton, Allentown and Mauch Chunk, via Lehigh and Susquehanna Railroad.

At 4.15 P. M., Accommodation for Doylestown, stopping at all intermediate stations.

At 5 P. M., Accommodation for Bethlehem, connecting with Lehigh Valley Evening Train for Easton, Allentown and Mauch Chunk.

At 6.20 P. M., Accommodation for Lansdale, stopping at all intermediate stations.

At 8 and 11.30 P. M., Accommodation for Fort Washington and intermediate stations.

Trains arrive in Philadelphia from Bethlehem at 8.55, 10.35 A. M., 2.15, 5.05 and 8.25 P. M., making direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Buffalo, and the West.

From Doylestown at 8.25 A. M., 4.40 and 7.05 P. M.

From Lansdale at 7.30 A. M.

From Fort Washington at 9.20, 11.20 A. M., and 3.10 9.45 P. M.

From Abington at 2.35, 4.55 and 6.45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
do. do. Doylestown at 2 P. M.
do. do. Fort Washington at 8.30 A. M. and 7 P. M.
Bethlehem for Philadelphia at 4 P. M.
Doylestown for do. at 6.30 A. M.
Fort Washington do. at 9.30 A. M. and 8.10 P. M.

The Fifth and Sixth Streets, and Second and Third Streets lines of City Passenger Cars run directly to and from the Depot. The Union line runs within a short distance of the Depot.

Tickets for Buffalo, Niagara Falls, Southern and Western New York and the West, may be secured at the office, No. 811 Chestnut street.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express office, No. 105 South Fifth street.

ELLIS CLARK, General Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE. On and after MONDAY, July 18, 1870,

FOR GERMANTOWN.

Leave PHILADELPHIA 6, 7, 8, 9.05, 10, 11, 12, A. M. 1.00, 2, 2½, 3¼, 3½, 4, 4.35, 5.05, 5¾, 6, 6½, 7, 8, 9.00, 10, 11, 12, P. M.

Leave GERMANTOWN 6, 6.55, 7½, 8, 8.20, 9, 10, 11.00, 12, A. M. 1, 2, 3, 3½, 4.00, 4¾, 5, 5½, 6, 6½, 7, 8, 9.00, 10, 11, P. M.

The 8.20 Down Train, and 3¼, 3½ and 5¾ Up *Trains will not stop on the Germantown Branch.*

ON SUNDAYS.

Leave PHILADELPHIA at 9¼, A. M. 2, 4.05 min., 7, and 10¾, P. M.

Leave GERMANTOWN at 8¼, A. M. 1, 3, 6, and 9¾, P. M.

CHESTNUT HILL RAILROAD.

Leave PHILADELPHIA, 6, 8, 10, and 12, A. M. 2½, 3½, 5¾, 7, 9.00, and 11, P. M.

Leave CHESTNUT HILL 7.10, 8, 9.40, and 11.40, A. M. 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40, P. M.

ON SUNDAYS.

Leave PHILADELPHIA at 9¼, A. M. 2, and 7, P. M.

Leave CHESTNUT HILL at 7.50, A. M. 12.40, 5.40, and 9.25, P. M.

Passengers taking the 6.55, 9 A. M. and 6.30 P. M. Trains from Germantown, will make close connections with Trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN

Leave PHILADELPHIA, 6, 7½, 9, and 11.05 A. M. 1½, 3, 4¼, 5, 5¼, 6¼, 8.05, 10 and 11¾, P. M.

Leave NORRISTOWN, 5.40, 6.25, 7, 7¾, 8.50, and 11, A. M. 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave PHILADELPHIA, at 9¼, A. M. 2½, 4, and 7¼, P. M.

Leave NORRISTOWN, at 7, A. M. 1, 5¼, and 9, P. M.

FOR MANAYUNK.

Leave Philadelphia: 6, 7½, 9 and 11.05 A. M. 1½, 3, 4¼, 5, 5¼, 6¼, 8.05, 10 and 11¾ P. M.

Leave Manayunk: 6, 6.55, 7½, 8.10, 9.20 and 11½ A. M.; 2, 3½, 5, 6¾, 8½ and 10 P. M.

ON SUNDAYS.

Leave Philadelphia: 9 A. M., 2½, 4 and 7¼ P. M.

Leave Manayunk: 7½ A. M., 1½, 6¼ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia: 5 P. M.

Leave Plymouth: 6¼ A. M.

The 7¼ A. M. Train from Norristown will not stop at Mogee's, Potts' Landing, Domino or Schur's Lane. The 5 P. M. Train from Philadelphia will stop only at School Lane, Wissahickon, Manayunk, Green Tree and Conshohocken.

Passengers taking the 7.00, 9.05 A. M. and 6¼ P. M. Trains from Ninth and Green streets will make close connections with the Trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. Trains from New York connect with the 1.00 and 8.00 P. M. Trains from German town to Ninth and Green streets.

W. S. WILSON, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave the Depot, THIRTY-FIRST and CHESTNUT, as follows:

FROM PHILADELPHIA.

6.45 A. M. for B. C. Junction stops at all stations.
7.15 A. M. for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit and all stations on the P. and B. C. R. R.
9.40 A. M. for West Chester stops at all stations.
11.50 A. M. for B. C. Junction stops at all stations.
2.30 P. M. for West Chester stops at all stations.
4.15 P. M. for B. C. Junction stops at all stations.
4.45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5.30 P. M. for B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
6.55 P. M. for West Chester stops at all stations.
11.30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5.25 A. M. from B. C. Junction stops at all stations.
6.30 A. M. from West Chester stops at all stations.
7.40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8.15 A. M. from B. C. Junction stops at all stations.
10.00 A. M. from West Chester stops at all stations.
1.05 P. M. from B. C. Junction stops at all stations.
1.55 P. M. from West Chester stops at all stations.
4.55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6.55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9.00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.

8.05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2.30 P. M. for West Chester stops at all stations.
7.30 A. M. from West Chester stops at all stations.
4.50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Superintendent.

PHILADELPHIA AND ERIE RAILROAD—SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

Mail Train leaves Philadelphia		10.20 P. M.
" " Williamsport		8.00 A. M.
" " arrives at Erie		9.20 P. M.
Erie Express leaves Philadelphia		10.50 A. M.
" " Williamsport		8.15 P. M.
" " arrives at Erie		9.35 A. M.
Elmira Mail leaves Philadelphia		7.50 A. M.
" " Williamsport		6.00 P. M.
" " arrives at Lock Haven		7.20 P. M.
Bald Eagle Mail leaves Williamsport		1.30 P. M.
" " arrives at Lock Haven		2.45 P. M.

EASTWARD.

Mail Train leaves Erie		8.50 A. M.
" " Williamsport		9.25 P. M.
" " arrives at Philadelphia		6.20 A. M.
Erie Express leaves Erie		9.00 P. M.
" " Williamsport		8.15 A. M.
" " arrives at Philadelphia		5.30 P. M.
Elmira Mail leaves Lock Haven		9.45 A. M.
" " arrives at Philadelphia		9.50 P. M.
Buffalo Express leaves Williamsport		12.25 A. M.
" " Harrisburg		5.20 A. M.
" " arrives at Philadelphia		9.25 A. M.
Bald Eagle Mail leaves Lock Haven		11.35 A. M.
" " arrives at Williamsport		12.50 P. M.
Bald Eagle Express leaves Lock Haven		9.35 P. M.
" " arrives at Williamsport		10.50 P. M.

Express, Mail and Accommodation, east and west, connects at Corry and all west bound trains, and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:

LEAVE PHILADELPHIA, from depot of P. W. & B. R. R., corner Broad street 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 CHADD'S FORD AND CHESTER CREEK R. R., at 7 A. M., 10 A. M., 2.30 P. M., 4.30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4.30 P. M., leaving Oxford at 6.05 A. M., and leaving Port Deposit at 9.25 A. M., connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

TRAINS FOR PHILADELPHIA leave Port Deposit at 9.25 A. M. and 4.25 P. M. on arrival of trains from Baltimore.

OXFORD at 6.05 A. M., 10.35 A. M., and 5.30 P. M.

CHADD'S FORD at 7.26 A. M., 12.00 M., 1.30 P. M., 4.45 P. M. and 6.49 P. M.

On SUNDAYS leave Philadelphia for West Grove and intermediate stations at 8.00 A. M. Returning leave West Grove at 3.55 P. M.

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

HENRY WOOD, General Superintendent.

TRAVELERS' GUIDE

CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEASHORE. Through in 1¾ hours. Five trains daily to Atlantic City.

On and after Saturday, July 2d, 1870, trains will leave Vine street ferry, as follows:

Special Excursion (when engaged)	6.15 A. M.
Mail	8.00 A. M.
Freight (with passenger car)	9.45 A. M.
Express (through in 1¾ hours)	3.30 P. M.
Atlantic Accommodation	4.15 P. M.

RETURNING, LEAVE ATLANTIC.

Special Excursion	5.35 P. M.
Mail	4.35 P. M.
Freight (with passenger car)	11.50 A. M.
Express (through in 1¾ hours)	7.24 A. M.
Atlantic Accommodation	6.05 A. M.

An Extra Express train (through in 1¾ hours) will leave Vine Street Ferry every Saturday at 2.00 P. M. Returning, leave Atlantic City, Monday, at 9.40 A. M.

LOCAL TRAINS LEAVE.

For Haddonfield at 10.15 A. M., 2.00 P. M. and 6.00 P. M.

For Atco and Intermediate Stations at 10.15 A. M. and 6.00 P. M.

Returning leave Haddonfield at 7.15 A. M., 1 P. M. and 3 P. M.

Atco at 6.22 A. M. and 12.15 noon.

ON SUNDAYS.

Leave Vine Street Ferry at 8 A. M.

Leave Atlantic City at 4.35 P. M.

The Union Transfer Co., No. 828 Chestnut street (Continental Hotel) and 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chestnut street and 116 Market street for the sale of through tickets only.

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

D. H. MUNDY, Agent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above-named points.

Goods delivered at the Through Freight Depot, S. E. cor. Front and Noble streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before A. M., the succeeding day.

ELLIS CLARK, Agent.

LEGAL NOTICES.

ESTATE OF THERESA O. KANE, DEceased.—Letters testamentary upon the above estate having been granted to the REV. MARK CRANE and E. B. SHAPLEIGH, M. D., all persons having claims or demands against the estate of the said decedent are requested to make known the same, and those indebted thereto to make payment to their Attorney in fact, B. SHARKEY, No. 619 Walnut street. jy11,m,6t*

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of JOHN SHINDLER, SR., dec'd. The Auditor appointed by the Court to audit, settle and adjust the account of JOSEPH A. BONHAM, Administrator d. b. n. c. t. a. of JOHN SHINDLER, SR., dec'd, and to make distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on MONDAY, August 8, 1870, at 11 o'clock A. M., at his office, 117 South Seventh street, in the city of Philadelphia. J. GORDON BRINCKLE, jy22 m w f 5t* Auditor.

ESTATE OF WILLIAM C. CAMPBELL, deceased.—Letters of Administration having been granted to the undersigned on the above estate, all persons indebted to the same will make payment, and those having claims will present them to ISABELLA CAMPBELL, Administratrix, or to her Attorney, J. B. THAYER, No. 725 Walnut street. Phila. jy26 tu6t§

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of JAS. M. MARSHALL, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of JAMES M. MARSHALL, Administrator C. T. A. of JAMES M. MARSHALL, deceased, and to report distribution of the balance in the hands of said accountant, will meet the parties interested for the purpose of his appointment, on WEDNESDAY, August 10th, at 11 o'clock A. M., at his office, No. 129 South Sixth street, in the city of Philadelphia. JAMES W. LATTA, jy28-thstu5t* Auditor.

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia—Estate of HARRIET BLAKISTON, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of JOHN R. BLAKISTON and PRESLEY BLAKISTON, Executors of HARRIET BLAKISTON, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purposes of his appointment, on THURSDAY, August 11, 1870, at 12 o'clock, M., at the office of HENRY M. DECHERT, Esq., 329 S. Fifth street, in the city of Philadelphia. jy30-s,tu,th-5t§

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of MARGARET DAILEY, deceased. — The Auditor appointed by the Court to audit, settle and adjust the account of JAMES A. MAGUIRE, Executor of MARGARET DAILEY, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, the 10th day of August, 1870, at 10 o'clock A. M., at his office, No. 520 Walnut street, in the city of Philadelphia. jy23 s tu th5t* WENCEL HARTMAN, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of SATURNUS DESTOUET. The Auditor appointed by the Court to audit, settle and adjust the final account of J. RINGGOLD WILMER, surviving Executor and Trustee of the estate of SATURNUS DESTOUET, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on MONDAY, August 8th, 1870, at 11 o'clock, A. M., at the office of CONSTANT GUILLOU, Esq., 615 Walnut street, in the City of Philadelphia. jy30 s,tu,th5t§

ESTATE OF HANNAH FETHERSTON, deceased.—Letters Testamentary upon the Estate of HANNAH FETHERSTON, deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims against the same to present them to FERDINAND L. FETHERSTON, Executor. 607 Chestnut street, or to his Attorney, B. SHARKEY, 619 Walnut street. jy14 th 6t§

ESTATE OF JOSEPH KERR, DEC'D.—Letters testamentary upon the estate of JOSEPH KERR, deceased, having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims against the same to present them to MARY L. KERR, Executrix; HENRY C. KERR, JOSEPH W. KERR, Executors, No. 1218 Chestnut street; or to their Attorney, B. SHARKEY, No. 619 Walnut street. jy14 th 6t*

ESTATE OF JULIANNA POULSON, dec'd.—Letters of Administration upon the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims are requested to present them without delay to SAMUEL C. COOK, Administrator c. t. a., 124 South Fourth street. jy7 th 6t§

ESTATE OF CONSTANTINE McDONALD, deceased.—Letters of Administration upon the above estate having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims against the said estate to present them to JAMES McMONAGHAN, JAMES McDERMOTT, 2134 Walden street, Administrators, or to their Attorney, JOHN HUGHES EDWARDS, 524 Walnut street. jy8 f 6t*

ESTATE OF ANNIE O. JENKINS, late of St. Louis, Mo., deceased.—Letters of Administration on the above estate having been granted to "The Philadelphia Trust, Safe Deposit and Insurance Company," all persons indebted to said estate are requested to make payment, and those having claims to present them at the office of the said Company, No. 421 Chestnut street LEWIS R. ASHHURST, jy 30-s 6t§ President.

ESTATE OF ELIZABETH B. CARROLL, late of St. Louis, Deceased.—Letters of Administration on the above Estate having been granted to "The Philadelphia Trust, Safe Deposit and Insurance Company," all persons indebted to the said Estate are requested to make payment, and those having claims to present them at the office of the said Company, No. 421 Chestnut street. LEWIS R. ASHHURST, jy 30-s 6t§ President.

LETTERS OF ADMINISTRATION ON the Estate of THOMAS J. BRYAN, deceased, having been granted the undersigned all persons having claims thereon will present them and those indebted thereto make payment to GUY BRYAN SCHOTT, Administrator. 1522 Pine street. jy2 s 6t*

ESTATE OF LEVIN ALLEN, DEC'D.—Letters of Administration having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims to present them to ISAIAH C. WEARS, Administrator, No. 514 Poplar street. jy16 s 6t*

ESTATE OF SAMUEL CATHERWOOD, deceased.—Letters testamentary to the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present them for settlement to H. WILSON CATHERWOOD, Executor, 114 South Front street, or his Attorney, THOMAS R. ELCOCK, 118 South Sixth street. jy9 s 6t*

MACHINERY, IRON, &C.

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia, MANUFACTURE STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Pumping. BOILERS—Cylinder, Flue, Tubular, &c. STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes. CASTINGS—Loam, Dry and Green Sand, Brass, &c. ROOFS—Iron Frames, for covering with Slate or Iron. TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c. GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c. SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers and Elevators, Bag Filters, Sugar and Bone Black Cars, &c. Sole manufacturers of the following specialties: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Barton's improvement on Aspinwall & Woolsey's Centrifugal. Bartol's Patent Wrought-Iron Retort Lid. Strahan's Drill Grinding Rest. Contractors for the design, erection and fitting up of Refineries for working Sugar or Molasses.

COPPER AND YELLOW METAL Sheathing, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO. No. 332 South Wharves.

ROSIN.—207 BARRELS ROSIN NOW landing from steamer Pioneer, from Wilmington, N. C., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.