CITY BULLETIN.

—The Board of Aldermen reassembled yesterday afternoon in Common Council Chamber, President David Beitler in the chair. The election of canvassers was resumed, Aldermen Moore and Stearne acting as tellers. It resulted in the choice of the following-named gentlemen:

Fifth Ward.—*Democrats*—1st division. Thomas Dillon; 2d. John O'Grady; 3d. Jas. McShane; 4th. Alexander A. Eager; 5th. Jas. Rossiter; 6th. John Welsh; 7th. George M. Fried; 8th. Richard V. Brennan.

Republicans—First division. George C. Barton, Charles Hackett; 2d. S. Tustin Eldridge, George White; 3d. Joseph P. Kidd, Richard D. Smith; 4th. Henry S. Gilbert, Elias R. Burt; 5th. Edmund C. Bonsal, Edmund J. Yard; 6th. John H. Shaw, John W. Donnelly; 7th. Wm. Preston, Martin McNeill; 8th. James Roland, John Middleton.

Sixth Ward.—*Democrats*—1st division, John J. Daley; 2d. John Kennedy; 3d. Hugh Macklin; 4th. A. C. Cetti; 5th. Thomas Farmer; 6th. Philip Mitton; 7th. Francis Adams; 8th. John Wurst.

Republicans—1st division, Lewis B. Costa, Richard A. Jacobs; 2d. George F. Ebenbach, Henry Smith; 3d. John Curtison, Frederick Smith; 4th. Jos. Schaeffer, Gavin Clark; 5th. Isaac H. O'Harra, Thomas C. Parker; 6th. Charles G. Newkirk, Theodore Rodrigo; 7th. John Fredericks, Albert Miller; 8th. Jackson Leidy, Abraham Bowers.

Adjourned until 4 o'clock this afternoon.

—On Tuesday afternoon a sad accident occurred at Cape May, which created much excitement and sadness upon the island. Sarah Croinheart, in the employ of Mrs. J. McMenamin, of this city, as a child-nurse, went into bathe with another woman, the tide being very low at the time. After wading out some distance they were met by a strong undertow, which carried them out, at the same time they cried for help. Mr. James C. Johnson, who was on the beach, rushed to their rescue, and managed to get the companion of Sarah on safe ground. He then returned and reached Sarah Croinheart, but in a few moments both disappeared. A few cries for help were heard before they sank, but all the efforts made to rescue them proved abortive. The bodies had not been recovered late yesterday afternoon. Mr. Johnson, who sacrificed his life to save others, was but twenty years of age, and resided with his father at 2021 South street. He left this city on Saturday last in a sloop, with a pleasure party.

—The Broad street outrage case was given to the jury at five minutes of five o'clock yesterday afternoon. At twenty minutes past five o'clock the jury returned with a verdict of guilty as to both defendants. The prisoners betrayed no emotion at the announcement. There are two other bills of indictment against the prisoners, one charging assault and battery with intent to kill Mr. Moorby, for which, if convicted, they can receive seven years; a second bill, charging highway robbery upon Miss Jervis, for which they can receive ten years, making, with fifteen years for the outrage, thirty-two years' imprisonment, if they are convicted upon the other bills and receive the full extent of the law on each bill. The prisoners were sent below under an escort of police. They will be tried upon the other two bills in a day or two.

—James Smith and John McLaughlin *alias* Gipsey, who were arrested in connection with the robbery at Patterson McCaulley's restaurant, at Front and Dock streets, also on the charge of being concerned in the robbery of Thomas Ranford and Wm. Burridge, were up for a final hearing yesterday. The witnesses who testified against George Riley and said Gipsey was of the party who carried the plunder from the restaurant, were in the Court of Quarter Sessions suborned in the case of Riley, and no testimony was submitted as to that depredation. Thomas Ranford was called, and stated that he did not know Smith, but that McLaughlin was of the party, and held him by the throat while the others robbed him. McLaughlin was committed for trial. Smith was discharged.

—The funeral of Francis Fritz, a member of the Philadelphia Hose Company, who died at the Pennsylvania Hospital on the 30th ult., from injuries received at the late fire at Crown and Race streets, took place yesterday afternoon from the Philadelphia Hose House, Eighth street, below Fitzwater. The religious services took place at the Hose House, and were conducted by Rev. Mr. Durborow, of the Episcopal Church. At the close of the ceremonies the coffin containing the body was carried to the grave, in Machpelah Cemetery, on a bier supported by members of the Company, to which deceased belonged, and followed by carriages with the family of the deceased, and Philadelphia Hose and several other fire companies.

—About 9½ o'clock last night, fire broke out in the second story of the four-story granite building, No. 725 Chestnut street, occupied by Cary, Lincoln & Co. The fire started in the second story, and was soon discovered. The firemen were prompt in attendance, and the flames were confined mainly to the front part of the second, third and fourth stories, and damaged the roof slightly. The contents of these stories were either destroyed by the fire or damaged by water. The firemen, however, prevented the spread of the flames beyond the building in which they originated, and the fire was extinguished soon after it was discovered.

NEW JERSEY MATTERS.

IN LUCK.—The Camden Home for Friendless Children has, since its beginning, accomplished a very large amount of good. In comparison with the limited means and support at the command of the Managers, no institution in New Jersey has been able to do more than this. It has recently fallen heir to a fine legacy, which will place the Home on a sure basis and relieve it hereafter from its embarrassments. In the will of Henry Weibel, Esq., recently deceased at Haddonfield, is bequeathed to the Camden Home the sum of $7,000; to the Philadelphia Orphans' Asylum, in stocks and bonds, $4,040; Indigent Widows' and Single Women's Society, $8,621 70; Old Man's Home, $6,786 50; Penn Asylum for Poor Widows, $3,458; Institution for the Blind, $1,017, making a total of bequests of $30,923 20.

FOURTH STREET BAPTIST CHURCH.—The Rev. F. B. Rose, who for the past four years has been pastor of the Fourth Street Baptist Church, has determined to leave that congregation, and on the last Sabbath evening of the present month he will preach his farewell sermon. This is in accordance with a recommendation of the Mutual Council which met some time ago to hear and settle the troubles in that church.

DEPREDATIONS.—Farmers in the vicinity of Camden are constantly annoyed by boys who enter their fields and rob them of the various kinds of products, digging up potatoes, carrying away corn, melons, tomatoes, &c. Some of these boys have been detected and will be punished severely. It is time a stop was put to these depredations.

THE CAMP MEETING.—The camp-meeting at Barnsboro' is in the full tide of success, and, it is said, will be one of the most largely attended meetings of the kind ever held on the Centenary Grounds. Hundreds of people from Camden are in attendance.

THE EDITORS.—The Democratic editors of New Jersey met in Camden, yesterday, and perfected their State organization. Rules and regulations were adopted for governing the association, after which they adjourned.

ART ITEMS.

—Upon the departure of our talented young sculptor, A. E. Harnisch, for Italy, he carried with him an order from S. Gross Fry, Esq., President of the Philadelphia and Darby Railway, for a bust of that gentleman's father, now deceased. This bust, more than once alluded to, as progressing favorably, in the letters of our Roman correspondent, has now arrived, and may be seen at Earles' Gallery. The head of the late Mr. Fry was strongly marked for purposes of sculpture, and the artist has succeeded in forcibly catching the likeness; many friends of the deceased have been struck with the resemblance in casually passing the work, without intimation of the portraiture intended. It is a striking piece of sculpture, executed in a large style, without that tendency to finical polish visible in too much of the statuary entrusted to Roman artisans for the finishing touches.

—Our connoisseurs will be glad to learn that more of the interesting "autotype" copies of designs by the old masters, are expected and will soon arrive, at the American agency, 1125 Chestnut street, in this city. About the end of the present month, a recently-photographed set, representing on a large scale the Venus of Milo, the Venus of Arles, the Hunting Diana, Faun with Young Bacchus, Fighting Gladiator, Cincinnatus, Hermaphrodite, and other celebrities of the Louvre antiques, will be received. News from the ateliers of the photographer represents that the collection of the Dresden Gallery, which has been heretofore conspicuous for its absence from the assortment, is now being industriously copied by a corps of photographic artists, personally supervised by M. Henri Braun, son of the celebrated projector of the "autotypes:" also that the Queen of Saxony's private collection, represented as very rich and interesting, is contemporaneously undergoing the same process. The Dresden copies will be laid before our amateurs during the autumn.

—J. J. Eyers, the talented painter of still life, will sail for Europe next Saturday. His excursion will last until November. He leaves for private reasons, unconnected with politics, and will visit France and Belgium.

—There is now on exhibition at Goupil's a picture of sea and sky and shore, by W. T. Richards, of Philadelphia, which is the most remarkable of several paintings of this character lately exhibited by this artist. Richards is known as the most masterly representative of the Pre-Raphaelite school in landscape in this country. Whilst he has secured the admiration of all admirers of the school he has succeeded in the infinitely more difficult task of wresting praise from its bitterest antagonists. For some months back he has devoted himself exclusively to the study of the sea in all its moods, and study with him means conscientious and untiring labor. We have heard that it is not uncommon with him to sit by the sea-side alone for several hours at a time in the study simply of the wave forms under various degrees of motion—without canvas, color or sketch-book, but with an active brain in search of the subtle cause of things. This *is* study, and the result before us proves its inestimable value. This picture at Goupil's gives us a summer sea with a storm-cloud passing over it. One-half the sky and the sea beneath this portion are already free of it, save in the presence of a few laggard, vapory clouds that follow after, and through which the sun breaks in a flood of silver light. Against the distant gloom, in which the waters and the sky are merged, is a solitary sail just catching the first unbroken ray, and nearer us the sea-gulls swoop rejoicing. Our feet are upon the wet sand; the distant breakers leap and foam as if, resenting their broken rest, they would submerge the unoffending shore, but shaking their shaggy manes as they approach us they roll and tumble as in play, then fling themselves upon the strand embracing it. Verily here are the sentiments and the sterner truths of nature wedded as no modern painter has so wedded them. It is not color but light that fills one-half this canvas, and the rest is shade, not substance. That wrinkled distant sea has motion in its every line; we hear the breakers roar, we feel the cool, damp sand beneath our feet. In W. T. Richards we recognize beyond cavil a true master in his art.—*Aldine Press.*

—A New General Dictionary of Artists (Neues allgemeines Künstler—Lexicon) is at present in course of preparation at Leipsic, Germany, where it will be published by the well-known firm of William Engelmann. The chief editorship has been confided to Dr. Julius Meyer, of Munich. It will be of a strictly scientific character, of considerable magnitude, and of great value. It is to consist of about fifteen large octavo volumes, and the best writers upon art and its history in *all* countries have agreed to contribute the results of their researches, thus making it a truly international work.

At the same time it will be the first work of its kind in which a due share of attention will be paid to *American Art*, and it is the desire of S. R. Koehler, 30 Dudley street, Boston, Mass., who has undertaken to furnish notices of American Artists, to make this department as complete and as correct as possible. He is, therefore, under the necessity of addressing himself to all lovers of the arts for their support in his labors, and any assistance which may be rendered him will be gratefully received and duly acknowledged.

The Dictionary is to embrace artists of all kinds—architects, sculptors, painters, engravers, lithographers, etc., etc. Especial stress is to be laid upon *complete* lists of the works of *prominent* artists, and of the reproductions of their works, either by engraving or otherwise, and of any etchings, lithographs, etc., which they may have executed themselves. Collectors of works of art, whether of painting, sculpture or engraving, also publishers of engravings, etc., will, therefore, confer a great favor by furnishing him with catalogues of their collections.

NEWS STEALING.

The Truth About the San Francisco Matter.

SAN FRANCISCO, Aug. 3.—F. S. Vandenburg, General Superintendent of the Central Pacific Division of the Atlantic and Pacific Telegraph Company, commenced a suit against the Sacramento *Union* for $50,000 damages for charging him with stealing despatches. The following affidavit is published, this morning, by W. Neilson:

"Some days ago I ascertained that Col. A. S. Evans, telegraph operator for the Sacramento *Union*, Maysville *Appeal*, and other papers, commenced the practice of going to the office which I occupied, and in my absence, and without my knowledge or consent, taking therefrom items which he knew to be in my handwriting and prepared by me for the purpose of being telegraphed to journals which are naturally rivals of those to which he sent news. At length, finding an item of considerable length and importance sent by him to the Sacramento *Union*, which he copied *verbatim* from one I prepared, I waited upon Evans and inquired, and he informed me honestly where he got the items from, after some hesitation. He admitted that he went in my absence into my office where I write, and that the item was so tempting that he could not resist taking it and be regretted what he had done and would not do so again.

"With this confession and promise I remained content. The next evening, however, items were again taken by Mr. Evans, and appeared in the *Union*. I thought it time to protest. Journals which pay me are in consequence exclusively entitled to the results of my industry, and I determined that if, after a friendly warning, he persisted in taking what did not belong to him, he should on the next occasion have more than he bargained for.

"Accordingly I prepared three bogus despatches; the first stated a divorce suit of a person named S. L. Booker was referred to the court commissioners. The second, that Grant had intimated to G. W. Dent that he would visit California, and third, that Henry George accepted the chief editorship of the Chicago *Republican*.

"On the following morning the whole three items appeared in the Marysville *Appeal*, and the first and second appeared in the Sacramento *Union*, with the exception that Evans, guided by a well-known prejudice of his, changed S. L. Booker into William Lane Booker, the British Consul. These are plain, unvarnished facts.

"Being caught so completely in his own trap, what could he do? Rathbone attempts to wriggle out of the trap in which he caught himself by untruthful statements given by the *Union* this morning. It contains six statements, five of which are false. Fortunately for me, beyond the silent, but indubitable evidence which the items themselves afford, I have a living, dispassionate witness of unblemished honor, Dr. M. S. Smith, professor of the University of the Pacific, who sat in the office I occupy, and saw Evans, without my consent, steal the items in question.

"He authorized me to make this statement, and is ready to swear to it if necessary.

"I make these statements under oath, verily believing them to be true.

"W. NEILSON.

"Subscribed and sworn to before me, J. Talliferro, Justice of the Peace."

PREVOST-PARADOL.

Letter to a Friend in Europe.

The *Pall Mall Gazette* says: "The motive which led M. Prévost-Paradol to accept the American Mission, as well as his forebodings in regard to the Emperor's policy, are expressed in a letter which he wrote to an English friend on the eve of his departure for the United States. The following is a translation of that letter, and will be read with painful interest:

PARIS, June 17, 1870.—*My Dear Friend*: I have received your letter, and understand—do not doubt it—the very natural feeling which inspires you. To think of the regrets which my resolution may have caused is more painful to me than I can say, and you know it as well as myself; but you also know how strong the reasons are which dictated it. Disgust of the Press has seized me after fifteen years of that hard career; I experience actual sickness whenever I take up my pen. As to entering into public affairs through the Chamber, that was evidently my proper path; but what could be hoped after so many futile efforts which had in this respect proved my powerlessness? To be a demagogue and *anti-proprietaire* in the towns, to be a proprietor on such a scale in the country as to be able to devote 40,000 or 50,000 francs to an election—these are the conditions of success: I can fulfill neither the one nor the other; and must have continued to apply myself with disgust to the Press while vainly circling round the Chamber. Moreover, if by any possibility I had entered the Chamber, in the present dearth of capable men and with the ascertained tendencies of the Emperor, I could not have escaped the Ministry any more than M. Buffet, and the separation which is made to-day would have been postponed for only a little while. What, then, was I to do? Live in the country and renounce politics? Certainly that is what my heart would have chosen, but that, too, was out of my power, you know. The part which I have taken, seeing in it something of the order of destiny (for I, too, have my superstitions), gives me a year or two of repose while preparing me for affairs, and keeps me away long enough for the course of events to be settled and determined. Thus far, to those who know more than I do, I say only one thing; it is that, whatever it costs me, I could not and ought not to do otherwise. To you from my heart,

PREVOST-PARADOL.

The French papers unite in paying a tribute of respect to the eminent *littérateur*, who was so great an ornament to their profession, but all of them describe his death as having been caused by the rupture of an aneurism.

AMUSEMENTS.

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

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.

DIVIDEND NOTICES.

THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA,
PHILADELPHIA, August 1, 1870.
The Directors have this day declared a dividend of Six Per Cent., or Twelve Dollars per share, clear of United States and State Taxes, payable to the stockholders or their legal representatives on demand.
au1,10t§ J. H. HOLLINSHEAD, Secretary.

PERSONAL.

PROFESSOR JOHN BUCHANAN, M. D. can be consulted personally or by letter in all diseases. Patients can rely upon a safe, speedy, and permanent cure, as the Professor prepares and furnishes new, scientific and positive remedies specially adapted to the wants of the patient. Private offices in College Building, No. 514 PINE street. Office hours from 9 A. M. to 9 P. M. ap30 1y

COAL AND WOOD.

S. MASON BINES. JOHN F. SHEAFF.
THE UNDERSIGNED INVITE ATTENTION to their stock of Spring Mountain, Lehigh and Locust Mountain Coal, which, with the preparation given by us, we think cannot be excelled by any other Coal.
Office, Franklin Institute Building, No. 15 S. Seventh street.
BINES & SHEAFF,
ja10tf Arch Street Wharf Schuylkill.

CUTLERY.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, PEARL and STAG HANDLES of beautiful finish. RODGERS' and WADE & BUTCHER'S, and the CELEBRATED LECOULTRE RAZOR SCISSORS IN CASES of the finest quality. Razors, Knives, Scissors and Table Cutlery ground and polished. EAR INSTRUMENTS of the most approved construction to assist the hearing, at P. MADEIRA'S, Cutler and Surgical Instrument Maker, 115 Tenth street, below Chestnut. my1tf

MUSICAL.

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

SPIRITS TURPENTINE, ROSIN AND TAR.—384 bbls. Spirits Turpentine; 642 bbls. new Virginia Rosin; 207 bbls. No. 2 Rosin; 150 bbls. "Wilmington" Tar, landing from S. S. "Pioneer," and for sale by E. H. ROWLEY, 16 South Front street. mv16

ROSIN OIL.—500 BARRELS 1st, 2D, 3D Printers' Ink and Painters. For sale by EDW. H. ROWLEY, 16 South Front 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 Promethous. For sale by EDW. H. ROWLEY, 16 South Front street.

FOR SALE.

FOR SALE OR TO RENT—2336, 2338 Coates street, a very desirable three-story brick Dwelling, with large garden attached, well adapted for a restaurant or ice cream saloon.
HERBERT I. LLOYD,
au4-th s tu3t* 112 South Fourth street.

FOR SALE—506 SOUTH FORTY-Second street—A very desirable property. In complete order. Possession at once.
HERBERT I. LLOYD,
au2-tu th s 3t* 112 South Fourth street.

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 91 by 120 feet, with three-story brick building thereon. Address "FACTORY," at this office. jy26-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.

FOR RENT—THREE LARGE well-lighted Rooms, in the upper portion of building situate S. W. corner of Chestnut and Eleventh streets, suitable for manufacturing; will be rented separately or together. 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§

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.

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 five 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. 2226 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. 1618.
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, 2015 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 160 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.

TO CHEMISTS—RARE CHANCE—To Rent—A Laboratory, with fixtures and chemicals; suitable for an analytical chemist.
au4 3t* GARDINER, 112 South Fourth street.

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.

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 Merino John Davis and W. W. Juvenal. fe8-tf§

HOTELS.

IRVING HOUSE.
A FIRST-CLASS HOTEL. EUROPEAN PLAN. Location unsurpassed, being near Union Square, Wallack's Theatre, and A. T. Stewart's new up-town store.
BROADWAY AND TWELFTH ST., NEW YORK.
G. P. HARLOW, Proprietor.
ie4-s w 3m§

LOST.

LOST—A CERTIFICATE OF SCRIP, dated August 21, 1860, for Three Hundred and Fifty Dollars, issued by the Phœnix Insurance Company of Philadelphia, with the name of WILLIAM RALSTON, Trustee, which the finder will please return to WILLIAM RALSTON,
jy22 f4t* 825 Market street.

THE AMERICAN STOVE AND HOLLOW-WARE COMPANY, PHILADELPHIA,
IRON FOUNDERS,
(Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson.)
Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELED AND TON HOLLOW WARE.
FOUNDRY, Second and Mifflin Streets.
OFFICE, 209 North Second Street.
FRANKLIN LAWRENCE, Superintendent.
EDMUND B. SMITH, Treasurer.
JNO. EDGAR THOMSON, President.
JAMES HOEY, General Manager

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.

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

SPIRITS TURPENTINE.—322 BARRELS Spirits Turpentine now landing from steamer "Pioneer," from Wilmington, N. C., and for sale by COCHRAN, RUSSELL & CO. 111 Chestnut street.

ROSIN.—120 BARRELS ROSIN NOW landing from steamer J. W. Everman, from Charleston, S. C., and for sale by COCHRAN, RUSSELL & CO. 111 Chestnut 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.

PROPOSALS.

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 5⅝ 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 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 band 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 may 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	8,956,750
Letter size, second quality (ungummed)	3,618,000
Extra letter size, first quality	5,815,750
Extra letter size second quality, (ungummed)	454,000
Official size	569,900
Extra official size	3,100
Newspaper wrappers	4,936,250
Total	86,289,500

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 26, 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.

WINES, LIQUORS, &C.

KEYSTONE
PURE WHEAT WHISKY,
Distilled from the Grain
BY
T. J. MARTIN & CO.,
KEYSTONE DISTILLERY,
NORTHWEST CORNER OF
Twelfth and Washington Streets.
STORE,
No. 150 North Front Street,
PHILADELPHIA, PA.

To whom it may concern:
All the leading medical authorities recognize the value of diffusive stimulants. Numerous eminent physicians and surgeons might be named who have advocated their employment in the treatment of a large class of disorders. No Dispensary is considered complete without them. They are prescribed in all public and private Hospitals and administered by all bedside practitioners. But the difficulty has been to obtain

Alcoholic Liquors Pure.

The pungent aroma of the fusel oil and biting acids present in all of them can be scented as the glass is raised to the lips. The nauseous flavor of these active poisons is perceptible to the palate, and a burning sensation in the stomach attests their existence when the noxious draught has gone down. Paralysis, idiocy, insanity and death are the pernicious fruits of such potations.

Medical science asks for a pure stimulant to use as a specific, which, while it diffuses itself through the system more rapidly than any other known agent, is brought into direct and active contact with the seat of disease. It is the property of the stimulant to diffuse and by the aid of its peculiar nutritious component parts to invigorate, regulate, counteract and restore, and it is by the happy union of the principle of activity with the principles of invigoration and restoration that enables

PURE WHISKY

To accomplish beneficial results.

Having great experience in the distilling of Whiskies, and the largest and best equipped establishment of its kind in the country, supplied with the latest improvements in apparatus for cleansing Whisky of fusel oil and their impurities by strict personal supervision the proprietors of

Keystone Wheat Whisky

Are enabled to offer a

Pure Whisky

Distilled from WHEAT, and, being made from the grain, possesses all its

Nutritious Qualities,

and can be relied upon to be strictly as represented, having been examined thoroughly by the leading analytical chemists of this city, whose certificates of its purity and fitness for medical purposes are appended.

We invite examination, and any who would convince themselves we ask a rigid analysis.

T. J. MARTIN & CO.

N. B.—Notice that the caps and cork are branded with our name, to prevent counterfeiting.
For sale by all respectable Druggists.
Price per bottle, $1 50.
Orders sent to No. 150 N. FRONT street will receive prompt attention.

CHEMICAL LABORATORY, Nos 108 and 112 Arch st.
PHILADELPHIA, March 19, 1870.
Messrs. T. J. Martin & Co., Philadelphia, Pa.
Gentlemen:—I have made a careful examination of the Keystone Pure Wheat Whisky, and found it to be a perfectly pure article, and entirely free from fusel oil and other injurious substances. Its purity, and its pleasant flavor, render it particularly valuable for medicinal purposes.
Yours truly, F. A. GENTH.

CHEMICAL LABORATORY, No. 138 Walnut street.
PHILADELPHIA, March 17, 1870.
Messrs. T. J. Martin & Co., Philadelphia, Pa.
Gentlemen:—The sample of Keystone Pure Wheat Whisky, submitted to me for analysis, I find to be *pure*, and, as such, I highly recommend it for medicinal purposes.
Respectfully, etc., WM. H. BRUCKNER, Analyt. and Consult. Chemist.

CHEMICAL LABORATORY, No. 417 Walnut street,
PHILADELPHIA, April 5, 1870.
Messrs. T. J. Martin & Co., Philadelphia, Pa.
Gentlemen:—I have made an analysis of the sample of Keystone Pure Whisky, sent by you for examination, and find it entirely free from fusel oil or any other deleterious matters, and I consider it applicable to any use for which *pure* whisky may be desired.
Respectfully, CHAS. M. CRESSON.

Sold Wholesale by FRENCH, RICHARDS & CO., N. W. corner TENTH and MARKET streets.
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THE
PROVIDENT
LIFE AND TRUST CO.
OF
PHILADELPHIA,
OFFICE—No. 111 South FOURTH St.

Organized to promote Life Insurance among members of the SOCIETY OF FRIENDS. Good risks of any denomination solicited.
Policies already issued exceeding
TEN MILLIONS OF DOLLARS.
This is a PHILADELPHIA COMPANY, and entitled to the special confidence of the community.
Perfect Security. Low Rates.
Small Expenses. Purely Mutual.
Low Rate of Mortality.
These conditions enable a company to give advantages which cannot be surpassed.
Policies issued on the Non-Forfeiture Plan.
Statistics show that the average mortality of Friends is nearly 25 per cent. less than that of the general population.
A LOW RATE OF MORTALITY MAKES CHEAP INSURANCE IN A MUTUAL COMPANY.
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FRANCE AND WURTEMBERG.

Some Important Questions.

The following questions are said to have been addressed to the French embassy at Wurtemberg by the Imperial Government some time ago. The *National-Zeitung* guarantees the fact of their being genuine, and justly argues that they show France contemplated a war with Germany before the question of the candidature of the Prince of Hohenzollern arose: "I. What was the position of parties in Wurtemberg before the war of 1866? II. What changes have the events of that year caused in these parties? III. How strong is the democratic party?—the Catholic party?—the Prussian or unionist party?—the conservative party? IV. In what way do they endeavor to spread their opinions? What are their newspapers, their leaders, and their most influential men? V. Which party has made most progress, and which has the best prospects for the future? VI. What are the opinions of the various classes of society? VII. Is the dynasty popular? Has it a party? Would great exertions be made to defend it? VIII. What are the principal political events which have happened in Wurtemberg since the war? IX. What are the principal laws passed by the Chambers during this period? X. What is the position of parties in the Upper Chamber?—in the Lower Chamber? XI. What impression has been made on the country by the reorganization of the army, the taxes on tobacco and salt, and the new loans? XII. What is thought of the new electoral law, and of universal suffrage? XIII. What influence will it have on the future of the country? XIV. What is thought of the organization of the army, and what results has it had? XV. What is the state of trade and industry in Wurtemberg? XVI. What influence have the late events had upon them? XVII. Has the wealth of the country increased? XVIII. What is at present the amount of the exports and imports of Würtemberg? XIX. What influence have the events of 1866 had on the money-market? XX. The Customs' Parliament is the most important event of these two years; what is thought of it? What is its future? XXI. What is the cause of the defeat of the Prussian party in the elections for it? XXII. Why could not a Southern Confederation be formed? XXIII. Whence arises the jealousy which divides the Southern States? XXIV. Are the material interests of the South opposed to the formation of such a confederation? XXV. Are any of the interests of the South united to those of the North? If so, which? Can they be separated? XXVI. Are there not ties of common interest between the Southern States and Austria? XXVII. Could not a great commercial movement be organized between the East and the West, *i.e.*, between Southern Germany and the Adriatic Sea? XXVIII. What is the policy of Prussia towards the Southern States? XXIX. Has it abandoned the idea of uniting Germany? XXX. Why does not Austria endeavor to regain its old influence in the South of Germany? XXXI. What is the present policy of the Government of Wurtemberg? What is the position it adopts to the various parties, to Prussia, and to Austria? XXXII. Does it regret the conclusion of the offensive and defensive treaties? XXXIII. In case of a war, would it support Prussia? XXXIV. Would France, in case of a war with Prussia, find allies in the South? XXXV. What is the spirit of the army of Wurtemberg? XXXVI. Why does the Government continually endeavor to Prussianize the army more and more? XXXVII. Does the Government desire to enter the Northern Confederation? XXXVIII. What are the political views and tendencies of the chief members of the Cabinet? XXXIX. What political influence does Queen Olga exercise? XL. Does Russia support Wurtemberg? XLI. Can the present state of things last, and what suppositions may be entertained as to the future?"

The Lower California Scheme.

The papers of San Francisco are exposing what they consider a swindle in the shape of attempts to colonize Lower California through the Lower California Company, to which reference has before been made in the columns of the *Evening Post*. The company have their headquarters in San Francisco, and have issued a circular with a glowing description of the lands to be disposed of and the advantages offered in the new eldorado. One writer says in response to this document:

"This scheme is certain to lead every one who embarks in it, and goes out to colonize Lower California, into certain disappointments and suffering, if not death. I have been over the territory claimed under this anomalous 'grant,' and have seen most of it. A more worthless, God-forsaken land is not to be found under the whole heaven. Most of it is treeless, sterile and unproductive to the last degree, and repeated attempts at colonization have ended in failures. All the most desirable little valleys are already owned in fee and occupied by the native population, and the labor of bringing almost any part of the remainder under cultivation in the burning climate of the tropics is something incalculable. Read Ross Browne's articles, on this very grant, in fact, published in *Harper's Monthly* some eighteen months or two years since, before entering upon this speculation, my friends. He was sent out specially to see this grant and write it up, and he did it so well that the company had no further need of his services.

"Nor is this all. The Mexican government has never parted with the right of sovereignty over the Territory of Lower California, and never will so long as Mexico remains a nation; and that will be beyond our time. President Juarez has solemnly protested that he has never released to any company or country the right of domain over a single rod of the territory of the republic, and never will. He could not do it if he wished. The Mexicans, after being plundered, invaded, and everything but conquered by other nations, are intensely jealous of their rights, and the ruler who would attempt at this time to alienate a foot of their territory could not hold his seat twenty-four hours, and no one knows this fact better than Benito Juarez.

"The mines of Lower California have been known and worked for a hundred years and more by the most painstaking and skilful, if not the most energetic miners in the world, and they don't pay to-day. American capital has also been freely invested there. California has sent mills and at least a million dollars to work them with, there, and never got a cent back on her investment, and never will. The pearl fisheries are just sufficient to furnish a few poor natives with the means of eking out a precarious existence, and no more. Read any traveler's description of the pearl fisheries of the Lower California coast! For grain of any kind, or tropical fruits, California can discount every rod of ground on the Peninsula, and there is more cultivatable ground in Los Angeles county in this State, four times over, than in the entire territory of Lower California.

"The company can found 'an ocean city' if it spends money enough, but it will forever remain all foundation and no superstructure, for the simple reason that there is and can be no commerce, and no country back to support it. I tell you this scheme will not do to tie to, and those who read this warning and do not heed it will curse their folly roundly in the end, when it is too late."

—There was a row in a boarding-house in Rising Sun, Ind., a few days ago, when a meddlesome servant informed the boarders that an elegant soup, of which they had eaten freely, was made of kittens.

—New Brunswick, N. J., is putting on metropolitan airs because one citizen murdered another for $36. In Chicago, where they murder a man for $2 50, that $36 would be considered a fortune.

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 rates 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 Railroad 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 above 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. ap11 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 to Philadelphia, 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.

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-s m,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.

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.

INSTRUCTIONS.

PHILADELPHIA RIDING School and Livery Stable, No. 3338 MARKET street, will remain open all Summer. Handsome 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.

RICE.—30 CASKS RICE NOW LANDing from steamer "Prometheus," from Charleston, S. C., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut 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., 3.30 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,
jy20 1m§ General Ticket Agent.

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 2.50 P. M., and Pottsville at 2.50 P. M.; arriving at Philadelphia at 7.00 P. M.
Harrisburg Accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation 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.
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 6.30 A. M., 12.45 and 5.15 P. M.
PERKIOMEN RAILROAD.—Passengers for Schwenksville take 7.30 A. M., 12.30 and 5.15 P. M. trains for Philadelphia, returning from Schwenksville at 6.45 and 8.05 A. M., 12.45 noon. 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 7.23 A. M. and 10.40 A. M., arriving at New York at 12.05 noon and 2.50 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 8.35 A. M., and 2.15 and 4.50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisburg, and at 12.05 noon for Pinegrove, Tremont and Brookside; returning from Harrisburg at 3.40 P. M.; from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.
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 00 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, $50 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 and 8 A. M., 2 and 3.30 P. M., for Freehold.
At 6 and 10 A. M., 12 M., 2, 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 7.30 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 5 P. M. for Lambertville and intermediate Stations.
CAMDEN AND BURLINGTON COUNTY 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, 2.15, 3.30, 5, & 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport and Mount Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lumberton and Medford.
At 7 and 9 A. M., 1, 3.30 & 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham and Pemberton.
At 7 A. M., 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—TIME TABLE, 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 South west may be procured at the 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 street 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 12.30 P. M.
Harrisburg Accom	at 2.30 P. M.
Lancaster Accom	at 4.10 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 9.40 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 P. M.; arrives at Paoli 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 6.50 A. M.
Erie Mail	at 6.50 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 5.40 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.
10.45 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 and 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, 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 6.30 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, 2¼, 3¼, 3¾, 4, 4¼, 5.05, 5.35, 6, 6¼, 7, 8, 9.00, 10.05, 11, 12, P. M.
Leave GERMANTOWN 6, 6.55, 7½, 8, 8.20, 9, 10, 11.00, 12, A. M., 1, 2, 3, 3¼, 4.00, 4½, 5, 5½, 6, 6½, 7, 8, 9.00, 10, 11, P. M.
The 8.20 Down Train, and 2½, 3¾ 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 10¼, P. M.
Leave GERMANTOWN at 8¼, A. M., 1, 3, 6, and 9¼, P. M.
CHESTNUT HILL RAILROAD.
Leave PHILADELPHIA 6, 8, 10, and 12, A. M., 2½, 3¾, 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 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, 5¾, 6¼, 8.05, 10, and 11¾, P. M.
Leave NORRISTOWN 5½, 6.25, 7, 7¾, 8.50, and 11, A. M., 1½, 3, 4¼, 6¼, 8, and 9¼, P. M.
ON SUNDAYS.
Leave PHILADELPHIA at 9, 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, 5¾, 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 9¼ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia: 5 P. M.
Leave Plymouth: 6¾ 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 Germantown 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.
5.55 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.
7.00 P. M. from 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	7.40 P. M.
Erie Express leaves Philadelphia	12.20 P. M.
" " Williamsport	8.15 P. M.
" " arrives at Erie	7.25 A. M.
Elmira Mail leaves Philadelphia	8.00 A. M.
" " Williamsport	6.00 P. M.
" " arrives at Lock Haven	7.20 P. M.
Bald Eagle Mail leaves Williamsport	1.50 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	4.00 P. M.
" " Williamsport	3.15 A. M.
" " arrives at Philadelphia	5.30 P. M.
Elmira Mail leaves Williamsport	7.00 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	9.20 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, connect 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.

CAMDEN AND ATLANTIC RAILROAD.—SHORTEST ROUTE TO THE SEASHORE. Through in 1½ 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	7.30 A. M.
Freight (with passenger car)	9.45 A. M.
Express (through in 1½ 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 1½ hours)	7.24 A. M.
Atlantic Accommodation	6.06 A. M.

An Extra Express train (through in 1½ 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 11 A. M., the succeeding day.
ELLIS CLARK, Agent.

LEGAL NOTICES.

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, dec'd, 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 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 against the same to present them without delay to SAMUEL C. COOK, Administrator c. t. a., 174 South Front st. jy7 th 6t§

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 10, at 11 o'clock A. M., at his office, No. 128 South Sixth street, in the city of Philadelphia.
jy28-thstu5t* JAMES W. LATTA, 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 B. 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., 209 S. Fifth street, in the city of Philadelphia. jy28 th s tu 5t*

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 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 said estate to present them to JAMES McNAGHAN, 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, jy30-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 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, 1822 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 will please make payment, and those having claims against the same for settlement to H. WILSON CATHERWOOD, Executor, 114 South Front street, or his Attorney, THOMAS R. ELCOCK, 118 South Sixth street. jy9 s 6t*

ESTATE OF EDMUND G. BOOZ, Deceased.—Letters of Administration upon the Estate of EDMUND G. BOOZ, deceased, 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 to
W. A. BARRITT, 230 Market street,
B. L. LANGSTROTH, 130 Walnut street,
Administrators;
B. L. TEMPLE, 132 South Sixth street,
au3 11 s 6t§ Counsel for Administrators.

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 Attorney in fact, B. SHARKEY, No. 619 Walnut street. jy11, m 6t*

ESTATE OF WILLIAM C. CAMPBELL, deceased.—Letters of Administration having been granted to the undersigned, all persons indebted to the said estate will please 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. jy23 tu6t§

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,
je21-2m§ No. 308 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.

MOUNT FARM OIL.—500 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.