[From Chambers's Magazine.]

IS THE WORLD ROUND?

We hope our readers will not think us demented for asking the above question; but Mr. John Hampden (or "Parallax") has recently backed his opinion to the contrary by a sum of five hundred pounds; and an interesting experiment has taken place. This gentleman in 1865, published a book to prove that the earth is a *plane*, without motion, and unaccompanied by anything in the firmament analogous to itself. The whole question turns on the convexity of water, for if the earth is a globe, and twenty-five thousand miles in circumference, the surface of all standing water must have a certain degree of convexity; every part must be an arc of a circle, rising at the rate of about eight inches per mile; and in every succeeding mile, eight inches multiplied by the square of the distance. Mr. Hampden says he tried the following experiment: In the Old Bedford Canal, Cambridgeshire, a boat and flag was directed to sail from Welney Bridge, and remain at Welche's Dam, about six miles distant. Mr. Hampden, with a telescope, placed himself in the water as a bather, with his eye not exceeding eight inches above the surface. The flag and the boat down to the water's edge were clearly visible throughout the whole distance, so that he concluded if the surface of the water had risen as above mentioned, he could not have seen the boat at all. We have neither the space nor the inclination to follow Mr. Hampden in the far-fetched theories contained in his volume. Suffice it to say that this gentleman offered to stake five hundred pounds on his theory: and Mr. A. R. Wallace accepted the challenge, offering, in like manner, to stake five hundred pounds upon the issue, and agreeing to "prove the convexity or curvature of the surface of a canal, river, or lake." The spot chosen was that portion of the Old Bedford Canal between Old Bedford Bridge and Welney Bridge, a distance of six miles on a straight line.

The experiment came off March 5, 1870; and an oblong signal, six feet by three, was placed on Old Bedford Bridge, its centre being thirteen feet four inches above the water. At three miles' distance along the canal (we quote from the report of Mr. Carpenter, Mr. Hampden's referee,) a staff was erected, having a red disc of wood one foot in diameter affixed to it, the centre of which was also thirteen feet four inches above the water; and on Welney Bridge, three miles farther, a third signal was placed, reaching the top of the bridge, thirteen feet four inches likewise above the water. The observations were made by means of a large telescope (four-inch object-glass,) and also by means of a sixteen-inch Troughton level, placed in the same position and height above the water as the large achromatic. On the centre signal-staff there was a red disc, which was allowed to remain nine feet four inches above the water, or four feet lower than the other.

Now the result was, that in each of these observations, one taken from Welney Bridge, and the other from Old Bedford Bridge, with the large achromatic telescope, the two discs of the central staff appeared in each case above the other bridge, showing that the signal-staff in the centre was higher, and thus proving the convexity of the water. Similar results appeared with the telescope of a sixteen-inch Troughton level, placed in the same position. The umpires, of course, could not agree, and the editor of the *Field* was called in as referee. He decided that Mr. Wallace, by means of the experiment agreed on, has proved to his satisfaction the "curvature to and fro" of the Bedford Canal to the extent of five feet more or less. He therefore paid Mr. Wallace the one thousand pounds that had been lodged at Coutts's Bank.

Mr. Wallace, in a letter to the *Field* (April 2d, 1870), commenting on Mr. Carpenter's remarks in his Report, says that that gentleman objects to the value of the view in the large telescope "because it showed but two points, when a comparison had to be instituted between three;" but he omits to state that the telescope itself was placed accurately at the third point, just as was the spirit-level telescope—to the view shown by which he makes no objection. The views from both extremities of the six miles agreeing so closely, both prove the very great accuracy of the level used, and that it may be depended upon to show that the surface of water does really sink below the true level line in a continually increasing degree as the distance is greater; but the proof of convexity in no way depends on this accuracy, as it was shown still better by the large telescope without a spirit-level. The curvature shown by the large telescope is about five and a half feet at the middle signal, three miles distant; equal to eleven feet, if measured at the farther signal; and the depression being below the cross-hair or true level line being, according to Mr. Carpenter, an equal amount, makes twenty-two feet in all, leaving less than two feet for refraction to bring it to the full theoretical amount, which is something less than twenty-four feet. The three points deviated in a vertical direction very nearly as much as is required by the assumed dimensions of the earth, so that we may conclude that the level telescope line is a tangent to a circle, approximately the circle of the earth. Mr. Vernon says, if the telescope in this experiment had been laid exactly at right angles to a plumb-line dropped from its centre, it would have been found that the surface of the water three miles off was six feet, and at six miles twenty-four feet, lower than the water at the spot where the observation was made.

Homer considered the world as flat. Mr. Gladstone, in his "Studies of Homer and the Homeric Age," states that in Homer's estimation the form of the world was not circular, but oval, having a shorter diameter from east to west than from north to south. In the map he gives, it is in the form of a parallelogram with rounded edges, like the oblong shield then in use. The merit of the discovery of the *spherical* form of the earth is due to the Pythagoreans, who came to the conclusion from astronomical observations; but it is uncertain whether Pythagoras was himself aware of this truth. It was not received generally in Greece until the age of Plato. The Arabs speculated on the spherical form of the globe, and the calif Almamoun, in 814 A. D., ordered the measurement of a degree in the plains of Mesopotamia, which, at a much later period, was imitated by Snellius in Holland, and Norwood in England. The length of degrees of the meridian in different latitudes gives the form and size of the earth. Eleven arcs have been measured in Europe, one in the Andes, two in the East Indies. No two of these yielded the same result, showing the slightly irregular form of the earth. Mrs. Somerville, in her "Physical Geography," points out that the dip or depression of the horizon is, in round numbers, a fathom for every three miles of distance; that is to say, an object a fathom or six feet high would be hid by the curvature of the earth at the distance of three miles. Since the dip increases as the square, a hill one hundred fathoms high would be hid at the distance of ten miles. Another mode of determining the form of the earth is by the oscillations of the pendulum. Its descent, and consequently its oscillations, are accelerated in proportion to the force of gravitation, which increases from the equator to the poles. Experiments have been made at various places, but no two sets give exactly the same results. The method employed for measuring arcs of the meridian, and that of deducing the form of the earth from the oscillations of the pendulum, are given in the sixth section of Mrs. Somerville's "Connection of the Physical Sciences," eighth edition. Of course all this will be nonsense to "Parallax;" but we may be well content to leave the matter in the hands of all thinking men."

CITY BULLETIN.

—James McGill, 27 years old, had one of his legs terribly crushed by a kick of a horse. The accident occured on Market street.

—Ernest Karg, a brakesman on the Reading Railroad, was crushed and severely injured. The accident occurred near Bridgeport. He lost a leg, and probably lose an arm.

—The body of James Armstrong was found yesterday in the Schuylkill, below Point Breeze Gas Works. Deceased was aged 18 years, and resided at 1005 Cross street.

—The Philadelphia City Guards Regiment returned to this city from their encampment near Reading, on Saturday afternoon, highly pleased with their tour of military duty.

—A game of base ball was played at Seventeenth street and Columbia avenue, by the Athletic Club and Tuttle & Bailey Club, of New York, on Saturday afternoon. The latter organization claims to be the junior champion of the United States. The score stood—Athletic Club, 39; Tuttle & Bailey, 0.

—The Commissioners of Fairmount Park have at length decided to remove the Rialto house, on Lansdowne avenue. In a month or so the structure will probably be razed, and the park guard, who have been occupying the lower floor of the house, will probably take up their quarters at Belmont. The offices of chief engineer of the park and his assistants will in a short time be removed to the buildings connected with the Belmont water-works.

—On Saturday night, about 10 o'clock, two burglars attempted an entrance into the dry goods store of Smith & Riley, at the N. E. corner of Eighth and Jayne streets. The burglars were frightened off by the approach of Sergeant John Lynch, of the Sixth District, and Special Officer Mereto. An examination of the premises showed thirteen marks of a jimmy on the door of the store, and the instrument was picked up by the officers, being left behind by the scoundrels, who were compelled to beat a hasty retreat.

—The Republican City Executive Committee, after several meetings, settled the disputed nominations brought before them. The contest for the nomination in the Second Congressional District was settled by recognizing the Hon. Chas. O'Neill as the nominee for Congress. Mr. Samuel P. Thomson was recognized as the nominee for the Legislature in the First Legislative District, and W. J. P. White was declared the regular nominee for Common Council in the Twenty-eighth Ward, and Gen. Wm. F. Small and Robert T. Roberts the nominees for Aldermen in the same Ward.

—A man calling himself Joseph Clark was left in charge of the stables of Lafayette Horten, at Fairmount Park, on Saturday morning. During the morning a man stopped to put up his horse, and handed him a five-dollar note to take out the keep of the horse, when the fellow cleared out with the money. Yesterday afternoon a man was caught hurling stones at the Reading railroad cars, and was taken before Alderman Alexander, where he gave the name of John Trexler. Captain Chasteau, of the Park Police, hearing of the arrest, identified him as Clark, who had stolen the $5 bill.

NEW JERSEY MATTERS.

PRIMARY MEETINGS.—The different Democratic Ward primary meetings in Camden have been called for the evening of the 22d instant, for the purpose of electing delegates to their county convention at Haddonfield.

WATERMELON THIEVES.—Officer Campbell yesterday afternoon arrested two men for stealing watermelons from the field of Mr. Schraeder, on the Moorestown pike. They were committed.

COMMITTED.—Mayor Cox, on Saturday, committed the four boys arrested in the morning for robbing the market wagons to answer the charge. Since then two others have been arrested. They are old offenders, some of whom have served a short apprenticeship in the prison.

WANTING OWNERS.—A basket of tomatoes, marked with the initials "J. C. S.," two others painted red, containing apples, with the letters "A. H. L.," on them, a bag with the name of A. H. Lippincott, and two baskets of corn, with no mark on them, are at the Mayor's office awaiting owners. They were found by the police, and have been evidently stolen from market wagons.

MELANCHOLY CASUALTY.—About eight o'clock on Sunday evening a small lad, twelve years of age, named Souders, in company with two others, went to Cooper's creek to swim. While in the water he attempted to cross to the opposite bank, but before reaching it was probably seized with cramp and sank. Deceased was the only son of a widowed mother, residing on Market street, in the east end of the city. His body has not been recovered.

THE GERMANS.—This morning the German citizens of Camden commenced their festival and pic-nic in Diamond Cottage Garden, the proceeds of which are to be appropriated in aid of the Home for Friendless Children. The attendance is very large, and the participants are enjoying themselves hugely, the weather contributing largely to the pleasure of the occasion. The managers of it anticipate returning about six hundred dollars to the "Home." The institution has accomplished much good, of course at considerable expense, and these little "aids" contribute much in keeping it along in its cramped condition.

The United States Troops on Guard at Minnehaha Falls.

The St. Paul *Press* says:

"It is perhaps not generally known that in accordance with a joint resolution adopted by Congress in May last, authorizing the Secretary of War to select a thousand acres of the old Fort Snelling Military Reservation for a permanent military post, the survey and selection of this military area is now in progress, under the orders of Gen. Sherman, and that Gen. Sherman proposes to include within the limits of the proposed reservation the Falls of Minnehaha.

"Considering that this waterfall is two miles distant from Fort Snelling, it is difficult to conjecture on what military grounds Gen. Sherman can wish to embrace it within the area set apart for military purposes, unless he be inspired by a desire to protect this haunt of the naiads from desecration, and that he considers it necessary to place a military guard over it for that purpose. What should be done, and done as soon as possible, is for the government and private individuals interested to act on the proposition of Hon. Henry M. Rice, and sell the falls and its surroundings as a public park to the cities of St. Paul and Minneapolis, to be placed under their guardianship.

"The title to old Fort Snelling Reservation, which embraces several thousand acres, is now in dispute between Mr. Franklin Steele and the government, and the joint resolution to which we above referred empowers the Secretary of War to settle the dispute upon equitable terms. We believe it was in 1857 that Mr. Steele purchased this property at a private sale for $60,000, if we recollect aright, from the then Secretary of War, Mr. Floyd. He made one payment on it, but some questions having arisen as to the subsequent payments, the government afterward refused to recognize Mr. Steele's title, who, we believe, has been, and is now, willing to pay the purchase money, and is quite willing to cede to the government on fair terms what it may require for military purposes. It has been his design, we understand, to build a hotel at Minnehaha Falls, in order to utilize the natural beauties of the place as a public resort. This would certainly be desirable, but we are decidedly of opinion that the park project is the best one for the purpose in view."

LYNCH LAW IN NEBRASKA.

A Clergyman Heading a Mob.

They seem to have a curious way of administering justice in some parts of Nebraska. A few weeks ago a man named Miller, who was an abandoned character, set out to go from Council Bluffs, Iowa, to Sioux City. On his way he fell in with a man named Dunn, whom he murdered without provocation, and then fled to Council Bluffs, where he was arrested and carried to Ponca. On being incarcerated in jail, Miller, harassed by the pangs of conscience and the awful fate before him, sent for the Rev. Mr. Beardshear, and said he wished to confess everything. The good man suggested that the murderer make a public confession, which he agreeing to, the minister of Christ assembled some three hundred people in the church, and the Sheriff brought the prisoner before them. A hymn was sung, and a chapter in the Bible on the crucifixion read, and a prayer offered up, after which the murderer arose and addressed the audience, detailing at great length the facts connected with the murder, and confessing himself guilty of the crime.

When he had done, the Rev. Beardshear stood up and said the assemblage had a solemn duty to perform, and that they must adjudge the prisoner. He wanted all to vote, and would have no shirking or dodging. He then put the question: "Shall the man Miller be hung?" and all the assemblage voted in the affirmative except two. The godly man not noticing the small minority declared the question carried unanimously. The prisoner was then taken out, a rude scaffold erected, and Miller placed in a wagon and driven under it. The most singular part of this performance was that Miller seemed to think the matter all right and regular. When asked if he had anything to say why he should not be hung, he replied, "I forgive all my enemies, and have truly repented of my sins. I do not blame any one for what you are about to do. I am reconciled to God and heaven is opening to receive my regenerated soul." The minister assured the prisoner angels were waiting to receive and welcome him into paradise, and at a given signal the wagon started and Miller was left suspended between earth and sky. He died hard, writhing convulsively for about twenty-eight minutes, when a physician advanced, and, after a careful examination, pronounced life extinct. The body was then taken down, laid on boards, and placed in the school-house until it could be buried. Throughout the trying ordeal Miller was perfectly calm and even helped to adjust the rope about his neck.

A correspondent says: "We have often had cases of Lynch law in our country, but this is the first attempt to reduce the thing to a system and ceremony. The spectacle of a Christian minister in his clerical robes conducting the proceedings of a Lynch court is indeed novel, and will no doubt be carefully noted as a new evidence of the progress of American civilization."

Coal Mines on Fire.

There are many instances, says the *Scientific American*, of vast masses of coal which have ignited, and been burning for years. When once united, and all communication with the external air is not entirely cut off (and some imperceptible fissures are quite sufficient to prevent this), then the devouring element pursues its course without interruption. It partially burns the coal and calcines the sandstone and adjacent schists, changing their colors to a sort of red, and altering their composition. At Brule, near Saint Etienne, there is a coal mine which has been on fire from time immemorial. The soil at the surface is baked and barren; hot vapors escape from it; sulphur, alum, sal ammoniac, and various natural substances are deposited on it. It might be supposed to be a portion of the accursed cities formerly consumed by the fires of heaven and earth.

Other burning coal mines are cited in France; for example, those of Decazeville, in Aveyron, and of Commentry, in the department of Allier. The inhabitants have even for a long time kept up these fires for the sake of working the aluminous salts which are given off from the coal and deposited on the surface of the soil as a whitish efflorescence.

In the carboniferous basins of the Saarbruck and Silesia, there are likewise coal mines which have been on fire for a long time. In Belgium, between Mamur and Charleroi, at a place called Falizolle, the fire has been alight for many years. The inhabitants formerly were in the habit of working the coal on their own account. Now it frequently happened that two parties came in contact, causing endless disputes and sometimes sanguinary fights. A favorite way of keeping rivals or competitors at a distance, was to throw pieces of old leather on a burning brazier, causing an insupportable stench. One day the fire extended also to the coal, since which time it has never ceased burning. The fire, which burns under ground, is seen through fissures in the surface. Sulphur deposits itself round these vents, and acid gases are evolved.

In England, especially in Staffordshire, the ignition of the coal has produced surprising effects of alteration in the measures containing coal. The sandstones have been vitrified, baked and dilated by the fire, the banks of plastic clay hardened and changed into porcelain.

In the environs of Dudley there was formerly a coal mine on fire. The snow melted in the gardens as soon as it touched the ground. They gathered three crops a year. Even tropical plants were cultivated; and, as in the isle of Calypse, an eternal spring prevailed. In another Staffordshire colliery, the firing of which dates many years back, and which is called by the inhabitants "Burning hill," it was noticed, as at Dudley, that the snow melted on reaching the ground, and that the grass in the meadows was always green.

The people of the country conceived the idea of establishing a school of horticulture on the spot. They imported colonial plants at a heavy expense, and cultivated them in this kind of open-air conservatory. One fine day the fire went out, the soil gradually resumed its usual temperature, the tropical plants died, and the school of horticulture was under the necessity of transferring the gardens elsewhere.

Near Mauch Chunk, Pennsylvania, is a burning coal mine, which has been on fire for many years.

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

PALE SEAL OIL.—1,200 GALLONS Pale Seal Oil, landing from schooner G. S. Adams, for sale by EDWARD H. ROWLEY, 16 South Front 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.

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PITCH.—1,011 BARRELS [H] PITCH now landing from steamer "Pioneer," from Wilmington, N. 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.

FISH OIL.—50 BARRELS LIGHT-COLored sweet Fish Oil, low-priced, for sale by EDW. H. ROWLEY, 16 South Front street.

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

PROPOSALS.

PROPOSALS FOR MACHINERY, HEATING AND FIRE EXTINGUISHING APPARATUS.

Sealed proposals will be received at the office of the Superintendent until 12 M. of the TWELFTH DAY OF SEPTEMBER, 1870, for furnishing and erecting the machinery requisite in the United States Appraisers' Stores, Philadelphia, for loading, unloading and elevating of goods; for heating of the building by steam, and for fire extinguishing apparatus; all to be made in accordance with the plans and specifications and the terms of this advertisement. All of the material and workmanship will require to be of the very best description of the kinds specified, be put up to the entire satisfaction of the Superintendent and as directed by him, and will not be accepted until tested by actual use and found satisfactory and efficient in their working. Everything necessary to put them in complete working order will be required to be furnished by the contractor, whether mentioned in the specifications and shown on the plans or not.

Proposals will be made for the entire work as specified, to be completed on or before the 1st day of December, 1870.

The department reserves the right to reject any or all of the bids if it be deemed for the interest of the Government to do so, and any bid that does not conform in every respect to the requirements of this advertisement will not be considered. Plans, specifications and forms of proposals may be procured on application to this office.

All proposals will require to be made on the printed form, and be accompanied by the bond of two responsible persons, in the sum of five thousand dollars, that the bidder will accept and perform the contract, if awarded to him. The bond must be approved by the United States District Judge or Clerk of the United States Court of the district in which the bidder resides.

Payments will be made monthly upon the estimates of the Superintendent, deducting ten per cent. until the final completion of the contract.

Proposals must be enclosed in a sealed envelope, addressed to the Superintendent, and indorsed "Proposals for Machinery, Heating and Fire Extinguishing Apparatus.

CHARLES S. CLOSE,
Supt. App. Stores,
No. 219 Lodge street,
Philadelphia, Pa.
au11 30t§

DIVIDEND NOTICES.

WEST JERSEY RAILROAD COMPANY.
TREASURER'S OFFICE, CAMDEN, Aug. 10, 1870.
The Board of Directors have this day declared a semi-annual dividend of Five Per Cent on the capital stock of the Company, payable, clear of national tax, to the stockholders of this date on and after TUESDAY, August 16th, 1870, at the office of the Treasurer, in Camden, N. J.
The stock transfer books will be closed from the date hereof until TUESDAY, 16th instant.
GEORGE J. ROBBINS, Treasurer, W. J. R. R. Co.
au11 5t§

LUMBER.

MAULE, BROTHER & CO.,
2500 South Street.

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An examination is solicited.
H. F. HOVER, No. 230 South SECOND Street, Philadelphia
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The PIONEER will sail FOR WILMINGTON on Wednesday, August 17, 6 P. M.—returning, will leave Wilmington, Wednesday, August 24.
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my31-tf§

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'clock, 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.
apl1 tf§

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

NORTH PENNSYLVANIA RAILROAD —Freight Department.—Notice to Shippers.—By arrangements recently perfected, this Company is enabled to offer unusual despatch to 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 counties of Towanda, Athens, Waverly, and the counties of Bradford, Wyoming and Susquehanna. Also offers direct communication with the Northern and Northwestern States, 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 reach 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.
ELLIS CLARK,
Through Freight Agent, Front and Noble streets.
my10 General Agent N. P. R. R. Co.

AMUSEMENTS.

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

HARDWARE, &C.

BUILDING AND HOUSEKEEPING HARDWARE.
Machinists, Carpenters and other Mechanics' Tools.
Hinges, Screws, Locks, Knives and Forks, Spoons, Coffee Mills, &c., Stocks and Dies, Plug and Taper Taps, Universal and Scroll Chucks, Planes in great variety. All to be had at the Lowest Possible Prices
At the CHEAP-FOR-CASH Hardware Store of
J. B. SHANNON,
No. 1009 Market Street.
de8-tf

FOR SALE.

FOR SALE—THE MEDIUM sized four-story (Mansard roof) brown stone residence, No. 2021 Walnut street, with all the modern conveniences and in perfect order, and at a moderate price. CLARK & ETTING, 711 Walnut street. au10-w f m 6t§

FOR SALE, OR EXCHANGE FOR City Property, a very desirable medium-sized Residence, with a large and improved lot; twenty minutes from the City on the Germantown R. R. J. M. GUMMEY & SONS, au8-m w f26t§ 733 Walnut street.

FOR SALE—121 SOUTH THIRD street.—A six-story iron-front building, with large vaults, best business location on the street, will rent well. Terms easy. Apply to HERBERT J. LLOYD, 112 South Fourth street. au13 6t

FOR SALE OR TO RENT.—2336, 2338 Coates street—A large dwelling with side yard. One of the best situations in the city for a restaurant. Within a short distance of the Park. Apply to HERBERT J. LLOYD, 112 South Fourth street. au13 tu th3t*

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 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 five 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, 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 121 feet deep. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE DESIRABLE Three-story Dwelling, with three-story back buildings, 2225 Spruce street. With all modern improvements. Immediate possession. Terms easy. Also other properties on West Spruce street. Apply to COPPUCK & JORDAN, 433 Walnut street.

FOR SALE—GREEN STREET—The handsome residence, marble, first story, 20 feet front, with side yard, and lot 127 feet deep through to Brandywine street, No. 1815.
No. 1621 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 225 feet deep, to Sansom street. Situate west of Eighteenth street.
WEST LOGAN SQUARE.—FOR SALE—The handsome four-story brown stone residence, 21 feet front, and having three-story double back buildings; situate No. 246 West Logan Square. In perfect order.
J. M. GUMMEY & SONS, 733 Walnut street.

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

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

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

WEST PHILADELPHIA—VERY desirable Building Lot for sale—Forty-first street below Pine, 60 by 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 130 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 MEGAROEE, No. 20 South Sixth Street. ap21-tf§

TO LET—A DWELLING CONTAINing parlor, dining-room and several chambers, with stable, &c., situate two miles north of Frankford. Rent until May 1st, $75. Apply to J. S. WHARTON, At the Consolidation Nat. Bank.

TO LET—THE STORE NO. 265 SOUTH Second street (above Spruce), 20 feet front by 120 feet deep, extending back to Little Dock street. Well lighted on the south, east and west. Apply to S. STURGES, No. 1230 Buttonwood street.

FOR RENT—A MODERN DOUBLE Brown-stone Mansion; handsomely furnished; large grounds beautifully laid out; hot-house full of vines and rare plants; with a detached coach-house, if desired. Location best in West Philadelphia. Address Box 2381, P. O.

TO RENT.—GERMANTOWN—BY the year—A Furnished Mansion, with modern conveniences; large lot; fruit and shade trees. Near steam and horse cars. Address WEBSTER, BULLETIN Office. au10 6t§

TO RENT, FURNISHED.—THE DEsirable three-story Dwelling, No. 400 South Ninth street, with all and every convenience. Possession on or about September 1st.
Also, a fine furnished Dwelling on West Arch street. All improvements. Immediate possession. Apply to COPPUCK & JORDAN, 433 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 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.

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

TO LET—SECOND-STORY FRONT Room, 324 Chestnut street, about 20 x 28 feet. Suitable for an office or light business. FARR & BROTHER. je15 tf rp

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 Manston 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, Augustus Merino, John Davis and W. W. Juvenal. fe8-tf§

MANTELS, &C.

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

DRUGS.

WHITE CASTILE SOAP—"CONTI"—200 boxes now landing from bark Lorenna, from Leghorn, and for sale by ROBERT SHOEMAKER & CO., Importers, N. E. cor. Fourth and Race streets.

OLIVE OIL.—GENUINE TUSCAN Olive Oil in stone jars and flasks, landing from bark Lorenna, from Leghorn, and for sale by ROBERT SHOEMAKER & CO., Importers, N. E. cor. Fourth and Race streets.

RHUBARB ROOT, OF EXTRA SUPErior quality, Gentian Root, Carb. Ammonia, just received per late arrivals, from London and for sale by ROBERT SHOEMAKER & CO., Importers, N. E. corner Fourth and Race streets.

CITRIC ACID.—20 KEGS OF CITRIC Acid—"Allen's" Wine of Colchicum, from fresh root; also from the seed. Succus Conium, "Allen's." For sale by ROBERT SHOEMAKER & CO., Importers, N. E. cor. Fourth and Race streets.

OIL OF ALMONDS.—"ALLEN'S" GENuine Oil of Almonds, essential and sweet. Also, "Allen's" Extracts of Aconite, Belladona, Gentian, Hyosciami, Taraxicum, &c., &c., just received from London, and for sale by ROBERT SHOEMAKER & CO., N. E. corner Fourth and Race streets.

GRADUATED MEASURES.—ENGLISH Graduated Measures, warranted correct. Genuine "Wedgwood" Mortars. Just received from London per steamer Bolivia, and for sale by ROBERT SHOEMAKER & CO., N. E. cor. Fourth and Race streets.

DRUGGISTS' SUNDRIES. — GRADUates, Mortar, Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices. SNOWDEN & BROTHER, ap5-tf 23 South Eighth street.

WANTS.

WANTED TO PURCHASE, A HOUSE of moderate size, with modern conveniences; situated between Twelfth and Twenty-third streets, and Spruce and Chestnut. Possession on or before, at the seller's convenience, November 1st. Might buy, furniture if reasonable. Address, stating location and price, "House," Box 1624, Post Office. au13-s tu th3t.

WRECKERS ON THE JERSEY COAST.

A correspondent of the Cincinnati *Gazette*, writing from Atlantic City, says:

From the water steps in front of Glenn's new Inlet House, at Absecom inlet, I took a boat to visit one of the New York Atlantic Coast Company's wreckers, for this is one of their regular rendezvous. Arrived on board the Edith of New York, I found her captain, and learned from him that the company his vessel belonged to was the largest wrecking company in the world. I forget now how many vessels they own, but they have one in every inlet along the coast from New York to New Orleans. His business, he told me, was to at all times have his vessel in readiness to sail at a moment's notice. His regular equipment consists of from one to five steam-boilers on board, any quantity of cordwood to raise steam with, and two divers with their apparatus. In mostly all cases their work consists in raising sunken vessels. When they receive an order by telegraph from New York to go to a certain spot along the coast, they set sail, taking in tow their large surf-boats. Arriving at the spot, and finding a vessel beached, or half filled with water, they launch their portable boilers into the surf-boat, and try to reach the stranded vessel. If they can't succeed in reaching her with the boat, they fire a line over the vessel, and throw overboard the boiler, which floats, and in this manner they get the boiler on board, get up steam, and after stopping the leak, pump the vessel out high and dry, float her, and tow her into port in safety. They sometimes put as many as five of these boilers on board of a large ship; but in order to stop the leak the diver has sometimes to go down to a great depth.

I was introduced to the diver, who was a handsome young man, with blue eyes and light golden locks. He was just then engaged in splicing a rope, and was sitting in a very democratic position on the main deck. My curiosity about diving matters after a while excited him a little and he volunteered to put on his clothes, as he called his diving apparatus. Well, they were curious clothes—a suit all in one—boots, stockings, pants, vest and coat, just as if you cut the skin all round a fish's neck and then pulled his skin backward. Just such was this nice young man's clothes. But then the head! Oh, yes, here it is. It is made of thick sheet copper, with thick glass bull's eyes bulging out in front. Well, he put the head on, or rather the head and shoulders, for it was both, and if there was an odd-looking fish in the world it was that young man. The head was an awful sight too high and too big, and on the top of the head was screwed a hose such as we wash our streets with. This, he told me, was his air pipe. At the very thought of having to breathe through such a thing—and that under the water too—I felt my supply of air getting short. Oh! what a punishment to put an enemy of your's into that suit!

He was not dressed yet, however, and by the way let me here mention that he walked into this thing head-foremost, with his ordinary clothes on, the only exception being his boots. Now he showed me the rest of his dress. I took up one of his shoes; they were made of double-twilled canvas, and the soles were three inches thick, of solid lead, and fastened to the canvas uppers with brass screws. Both shoes weighed about 80 pounds. He also had a canvas belt to put around his waist, and it was ornamented with a panier, nicely trimmed and fluted out with 150 pounds of lead. While he is being dressed in full, he is laid full length on the deck, and then taken up in men's arms and taken down a ladder over the side. A life-line is securely fastened around his waist, and secured to the life-line is his signal-rope, about as thick as your small finger. When all is ready for him to go under, the air-pump, a small-looking machine, with three valves, and not looking much bigger than a sewing-machine, but with two long handles, one at each side, is brought into requisition. The air-pump is securely fastened on deck, and when the diver is ready to descend his pipe is screwed to his helmet, and immediately two men commence turning the handles. A child could do the job, but as this is the most important part concerned with the diver's duties there are always two men charged with the duty of turning the handles, as if the air pump stops for a second of time it is certain death to the diver. With the weight of his suit and the accompanying lead the diver feels just comfortable. He can maintain an upright position and can work at a depth of 120 feet under the water just as easy as a man can walk on shore. There are four men required to attend the diver while down, two to do nothing but pump air, one to watch for signals, and one for the purpose of hauling him up by the life line in case of any sudden danger. He can be hauled up as easy as one would haul in an ordinary fish. Whatever he says under the water is heard very plainly on deck, and hammers, nails, rope, canvas, &c., &c., are lowered down to him with a spare rope. Divers have been known to do as neat jobs of repairing on a ship's side, under the water, as could be done above it. They can see every object plainly, but somewhat magnified, and they work four hours under water at a time and feel no inconvenience whatever. The occupation has its dangers, however, and there are but few divers that have not had very narrow escapes with their lives.

A ROMANCE AT WASHINGTON.

Elopement of Government Clerks—Spiritualism and True Love.

The Washington *Republican* of the 11th inst. says: "The dullness of the local news market was relieved yesterday by a sensation in the shape of an elopement—a foolish girl running away from a happy home and a mother's and sister's love to share the fortunes of a stranger, who was objectionable, we hear, to the lady's friends for several reasons. The parties to the elopement were W. H. B. Ketson, a clerk in the War Department, supposed from New York, somewhat over thirty years of age, and Miss Minnie Rutch, who has been employed as a clerk in the Internal Revenue Bureau, aged twenty years, good looking and attractive. Miss Rutch's mother and three sisters reside on Massachusetts avenue, near Thirteenth street. Ketson is a Spiritualist, and believes in Mesmerism and all the other isms of the day. He was introduced to Mrs. Rutch's family by a Mrs. Edson, and was received as a welcome visitor for a time, when bad habits were developed, and he was forbidden the house. It was evident, however, before this that an affection had developed between Ketson and Miss Minnie. Mrs. Rutch and her other daughters, we understand, expostulated with Miss Minnie on her conduct, but she refused to listen, although it was known that Ketson had previously bestowed his affections elsewhere. It seems that he was engaged to a young lady residing in New York, and he never informed the latter of his new flame until he had Miss Minnie's affections thoroughly engaged. Being forbidden the house, as above stated, he made appointments with and met Miss Minnie on the street and in the Treasury building. All this time Ketson was successfully poisoning the girl's mind against her own family, until she informed her mother and sisters, on one occasion, that she did not care anything for them, and that she was determined to marry Ketson. Meanwhile Ketson had, upon some pretext or other, broken his engagement with his New York flame. At least he so stated. Mrs. Rutch, finding that she could not prevail with her daughter, sent for a brother who was living in the West, but his influence was powerless also. The girl was devoted to Ketson, and have him she would. This course of conduct at last culminated in an elopement. It is not yet certain that the parties have been married, as the record of the license has not yet been found. The last interview between Mrs. Rutch and her daughter took place on Tuesday morning, when the two walked together to the Treasury. The mother saw her daughter enter the Treasury building, and subsequently returned home. In the evening Mrs. Rutch received a small package containing a door key and inclosing a letter, of which the following is a copy, and which it will be perceived is signed by the runaway as Minnie Ketson, and not Minnie Rutch:

The promise I meant to give to-day has just been given. I cannot now take an oath that I am not married. I shall never return home.

AUG. 9, 1870. MINNIE KETSON.

The girl took no clothing with her except what was upon her back, and upon searching her room all her effects were found there except three bracelets. Mrs. Rutch visited the Treasury Department yesterday and ascertained that Minnie remained at her desk until the afternoon, when she asked for and obtained leave of absence for one day, and since then none of her friends have seen or heard anything of her; and Ketson disappeared from his desk in the War Department about the same time.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

WILMINGTON, NC—Steamship Pioneer, Wakeley—2 empty bbls 7 half do do John F Betz; 2 kegs liquor J C Bullitt; 142 bbls spirits Cochran, Russell & Co; 132 bbls rosin J S & T Elkinton; 1 bl bbl liquor 1 box mdse Sol Guns; 6 bales rags Jessup & Moore; 9 car axles Jackson & Sharp; 1 bbl liquor W Kuhn & Bro; 1 empty bbl 16 bf do do Wm Massey & Co; 160 bbls rosin 29 do spirits 6 do do 37 do rosin order; 325 do do 75 do spirits Prentice & Fitler; 3 do spirits Fusey, Jones & Co; 2 do oil S J Paulin; 18,173 feet lumber 356 bbls rosin 111 casks spirits E H Rowley; 87 bbls rosin R Seegar & Co; 8164 feet lumber D B Taylor & Sons; 35 bbls rosin Jas Tully & Son; 8 bales cotton 3 bbls sheepskins 1 bale wool 10 sacks do A Whilden & Sons; 13 casks spirits Wilson & Stewart.

NEW ORLEANS—Steamer Yazoo, Catharine—2 cases sugar W L James; 6 do W G Cochran & Co; 15 do S Fugget & Sons; 13 do John Wagner; 1 do Aug Merino; 1 do H P & W P Smith; 49 boxes sugar Thos Wattson & Sons; 160 hhds sugar Geo C Carson & Co; 4 crates pine apples G W Bernadou & Bro; 4 do 12 bbls Stilson & Boter; 10 do 1 bbl Isaac Jeanes & Co; 4 do 3 bbls Jose Costas; 1 barrel 1 box H L Leaf; 1 box 1 bag A Merino.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE

SHIPS	FROM	FOR	DATE.
Palmyra	Liverpool	New York	July 30
Europa	Glasgow	New York	July 30
C. of Baltimore	Liverpool	New York via H	July 30
Paraguay	London	New York	July 30
Samaria	Liverpool	New York via B	Aug. 2
Nevada	Liverpool	New York	Aug. 3
Helvetia	Liverpool	New York	Aug. 3
Caledonia	Glasgow	New York	Aug. 3
C. of Brussels	Liverpool	New York	Aug. 4
Peruvian	Liverpool	Quebec	Aug. 4
Abyssinia	Liverpool	New York	Aug. 4
C of Manchester	Liverpool	New York	Aug. 6
India	Glasgow	New York	Aug. 6

TO DEPART.

SHIPS	FROM	FOR	DATE.
Pioneer	Philadelphia	Wilmington	Aug. 17
Idaho*	New York	Liverpool	Aug. 17
China	New York	Liverpool	Aug. 17
Missouri*	New York	Havana	Aug. 18
Tripoli	New York	Liverpool	Aug. 18
Arizona*	New York	Aspinwall	Aug. 20
Europa	New York	Glasgow	Aug. 20
St Laurent	New York	Havre	Aug. 20
C of Brussels*	New York	Liverpool	Aug. 20
C. of Merida*	New York	Vera Cruz, &c	Aug. 20
The Queen	New York	Liverpool	Aug. 20

The steamers designated by an asterisk (*) carry the United States Mails.

BOARD OF TRADE.

THOS. G HOOD, CHRISTIAN J. HOFFMAN, THOS. C. HAND. } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—AUGUST 15.

SUN RISES, 5 12 | SUN SETS, 6 48 | HIGH WATER, 4 49

ARRIVED ON SATURDAY.

Steamer Yazoo, Catharine, from New Orleans via Havana, 4½ days, with cotton, fruit, &c. to Philadelphia and Southern Mail SS Co. Passengers—Mr J Wilson, Mr Garland, Mr Kareny, Mr P Phillips, wife and child; Mrs Pennoles, 3 children and 2 servants; Mr John Navarro, Mr M Sinila and son, Mrs Cotilla, 7 children and servant; Mrs Judson, Eli Pearson, Mr Silva, Mr De Nelrega, Mr Sanders, Mr Gatewood, Herman Flock. Also the following connected with the U States Navy—Capt E H Calhoun, Messrs G R Johnson, E A Walker, F H Hinman, Little and Olsen, W S McGonnegle, C E Clark, B F Wood, J F Farrell, J E Engle, A B Bates, W A Wheeler, G W Stivers, J S Harvey, G C Neilson, H D Sellman.

Steamer Pioneer, Wakeley, 50 hours from Wilmington, NC, with naval stores, &c. to Philadelphia and Southern Mail SS Co.

Steamer Sarah, Jones, 24 hours from New York, with mdse to W M Baird & Co.

Schr S C Fitman, Tuft, 1 day from Port Deposit, Md. with grain to Jas L Bewley & Co.

CLEARED ON SATURDAY.

Steamer Hercules, Doughty, New Orleans, Philadelphia and Southern Mail SS Co.
Steamer Roman, Baker, Boston, H Winsor & Co.
Steamer Fanita, Freeman, New York, John F Ohl.
Barkentine Veteran, Cathcart, Cronstadt, Workman & Co.
Schr G E Thacher, Thacher, Boston, Walter Donaldson & Co.
Schr E B Wheaton, Atkins, Boston, Day, Huddell & Co.
Schr M E Femerick, Dasey, Boston, do
Schr Sarah Wood, Hickman, Boston, do
Schr G H Bent, Smith, Cambridgeport, do

Correspondence of the Philadelphia Evening Bulletin. READING, Aug. 12, 1870.

The following boats from the Union Canal passed into the Schuylkill Canal, bound to Philadelphia, laden and consigned as follows:

Shaw & Merrill, with lumber to Boas & Raudenbush; Sally & Annie, do to Fegely & Co; Two Sisters, do to J Keely; Aaron & Catharine, do to Taylor & Betts; Shoo Fly, light to S Fink; Jerry Klug, limestone to Maitland, Grissinger & Co; Evangeline, light to captain. F.

HAVRE DE GRACE, Aug. 13.

The following boats left this morning in tow, laden and consigned as follows:

G B Moore, with lumber to Taylor & Betts; Charles & Wells, do to R Woolverton; Harry & Carrie, do to D B Hantz & Co; Martha Agnes, do to Patterson & Lippincott; Gen J M Campbell, do to Camden; Friendship, coal to Chester, Pa; Quaker City, do to Delaware City.

MEMORANDA

Ship Washington Booth, Gunby, cleared at Baltimore 12th inst. for Rotterdam.

Ship Game Cock, Sherburne, from New York March 12, at Shanghai 11th inst.

Steamer Wyoming, Teal, cleared at Savannah 13th inst. for this port.

Steamer City of Baltimore, Jones, at Boston 13th inst. from Liverpool via Halifax.

Steamer City of Brussels, from Liverpool 4th inst. at New York yesterday.

Steamer Cuba, Moodie, from New York 3d instant, at Queenstown 12th and proceeded for Liverpool.

Steamer Dorian, Small, from New York 30th ult. at Glasgow 13th inst.

Bark Ellsworth, Woodward, cleared at Boston 13th inst. for San Francisco.

Brig Eudorus, Farr, cleared at Portland 12th instant for this port.

Brig Stolen Day, Eldridge, at New York 13th instant from Savannah.

Brig Delmont Locke, Cochran, hence at Portland 11th instant.

Schr Emma D Finney, McQuillen, hence at Savannah 13th inst.

Schr Adolph Hugel, Buell, at Galveston 7th inst. from New York.

Schr J M Fitzpatrick, Smith for this port, was loading at Charleston 11th inst.

Schr A H Edwards, Leaming, hence at Boston 13th instant.

Schr M Steelman; Steelman, at Boston 13th inst. from Georgetown, DC.

Schr G E Paige, Doughty, cleared at Wilmington, NC, 11th inst. for this port, with 299 bbls rosin, 5 tons iron, 97,000 feet lumber and 166,750 shingles.

Schr Minnie Kinnie, Parsons, hence at New Haven 11th inst.

Schr Susan, Sears, cleared at Portland 11th instant for this port.

Schr Gildea, Kelley, sailed from Pawtucket 11th inst. for this port.

Schr M Vassar, Jr, Kelley, sailed from New Bedford 12th inst. for this port.

Schrs E M Edwards, Somers; Thos T Tasker, Allen, and Marian Gage, Hatch, hence at Boston 12th inst.

Schr A Field, Pettit, hence at New Bedford 11th inst.

NOTICE TO MARINERS.

The first-class iron nun buoy, painted red, which marked Race Rock, Long Island Sound, has disappeared from its station. As soon as practicable a similar buoy will be placed in the position.

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.

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. au30 ly

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

TRAVELERS' GUIDE.

WEST JERSEY RAILROAD.

SUMMER ARRANGEMENTS.
Commencing Thursday, June 30, 1870.

Leave Philadelphia, foot of Market Street (Upper Ferry) at
8.00 A. M. Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate Stations.
9.00 A. M. Mail and Express for Cape May.
11.45 A. M. Woodbury Accommodation.
3.15 P. M. Accommodation for Cape May, Millville, Vineland and Way Stations below Glassboro.
3.30 P. M. Passengers for Bridgeton, Salem, Swedesboro and all intermediate Stations.
4.00 P. M. Fast Express for Cape May only.
5.45 P. M. Passenger for Swedesboro and Clayton; stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7.15 A. M. returning leave Cape May at 5.10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets good for four months from date of purchase, $60.00. Annual tickets, $100.
Freight train leaves Camden daily, at 9.20 A. M., stopping at all stations between Glassboro and Cape May; and 12.00 o'clock, noon, for Swedesboro, Salem and Bridgeton.
Freight received in Philadelphia, at Second Covered Wharf below Walnut street.
Freight delivery at No. 228 South Delaware avenue.
WM. J. SEWELL, Superintendent.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.
At 6.30 A. M. Accommodation and 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3.30 P. M., Accommodation via Camden and Jersey City.
VIA NEW JERSEY SOUTHERN RAILROAD.
At 7 A. M. and 3.30 P. M. for New York, Long Branch and intermediate places.
At 6 P. M. for Amboy and intermediate stations.
At 6.30 and 8 A. M., 2 and 3.30 P. M., for Freehold.
At 6.30 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, Binghamton, 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 CO. AND PEMBERTON AND HIGHTSTOWN RAILROAD CO.'S LINES, from Market Street Ferry (upper side.)
The 7 A. M. and 3.30 P. M. Lines leave from Walnut Street Wharf.
At 7 and 9 A. M., 1, 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. and 1 and 3.30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt and Hornerstown.
At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon and Hightstown.
Fifty pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residences or hotel to destination, by Union Transfer Baggage Express.
Lines from New York for Philadelphia will leave from foot of Cortland street at 7 A. M., and 4 P. M., via Jersey City and Camden. At 8.30 and 9.30 A. M., 12.30, 5 and 7 P. M., and at 12 Night, via Jersey City and West Philadelphia.
From Pier No. 1, N. River, at 6.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.
August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—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 Southwest 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 11.30 A. 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 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 6.30 A. M.
Erie Mail	at 6.30 A. M.
Paoli Accommodation	at 8.20 A. M. and 3.50, 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 5.05 P. M.
Lock Haven and Elmira Express	at 9.40 P. M.
Pacific Express	at 12.20 P. M.
Harrisburg Accommodation	at 9.40 P. M.

For further information, apply to JOHN F. VANLEER, Jr., Ticket Agent, 901 Chestnut street.
FRANCIS FUNK, Ticket Agent, 116 Market street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—The short middle route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Rochester, Buffalo, Niagara Falls, the Great Lakes and the Dominion of Canada.
SUMMER ARRANGEMENTS.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:
7 A. M., Accommodation for Fort Washington and intermediate points.
7.35 A. M., Fast Line for Bethlehem and principal stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with the Lehigh Valley Railroad for Easton, Allentown, Mauch Chunk, Mahanoy City, Williamsport, Wilkesbarre, Pittston, Towanda and Waverly, connecting at Waverly with the ERIE RAILWAY for Niagara Falls, Buffalo, Rochester, Cleveland, Corry, Chicago, San Francisco, and all points in the Great West.
8.25 A. M., Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough, &c., by this train, take stage at Old York Road.
9.45 A. M., Lehigh and Susquehanna Express, for Bethlehem, Allentown, Mauch Chunk, Williamsport, White Haven, Wilkesbarre, Pittston, Scranton, Carbondale, via Lehigh and Susquehanna Railroad, and Allentown, Easton, Hackettstown, and points on New Jersey Central Railroad and Morris and Essex Railroad to New York, via Lehigh Valley Railroad.
11 A. M., Accommodation for Fort Washington, stopping at intermediate stations.
1.15, 3.30 and 5.20 P. M., Accommodation to Abington.
1.45 P. M., Lehigh Valley Express for Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, Mahanoy City, White Haven, Wilkesbarre, Pittston, and the Mahanoy Wyoming coal regions.
2.30 P. M., Accommodation for Doylestown, stopping at all intermediate stations.
At 3.20 P. M., Bethlehem Accommodation for Bethlehem, Easton, Allentown and Coplay, via Lehigh Valley Railroad, and Easton, Allentown and Mauch Chunk, via Lehigh and Susquehanna Railroad.
At 4.15 P. M., Accommodation for Doylestown, stopping at all intermediate stations.
At 5 P. M., Accommodation for Bethlehem, connecting with Lehigh Valley Evening Train for Easton, Allentown and Mauch Chunk.
At 6.20 P. M., Accommodation for Lansdale, stopping at all intermediate stations.
At 8 and 11.30 P. M., Accommodation for Fort Washington and intermediate stations.
Trains arrive in Philadelphia from Bethlehem at 8.55, 10.35 A. M., 2.15, 5.05 and 8.25 P. M., making direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Buffalo, and the West.
From Doylestown at 8.25 A. M., 4.40 and 7.05 P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 9.20, 11.20 A. M., and 3.10 9.45 P. M.
From Abington at 2.35, 4.55 and 6.45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
do. do. Doylestown at 2 P. M.
do. do. Fort Washington at 8.30 A. M. and 7 P. M.
Bethlehem for Philadelphia at 4 P. M.
Doylestown for do. at 6.30 A. M.
Fort Washington do. at 9.30 A. M. and 8.10 P. M.
The Fifth and Sixth Streets, and Second and Third Streets lines of City Passenger Cars run directly to and from the Depot. The Union line runs within a short distance of the Depot.
Tickets for Buffalo, Niagara Falls, Southern and Western New York and the West, may be secured at the office, No. 811 Chestnut street.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express office, No. 105 South Fifth street.
ELLIS CLARK, General Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE. On and after MONDAY, July 18, 1870,
FOR GERMANTOWN.
Leave PHILADELPHIA 6, 7, 8, 9.05, 10, 11, 12, A. M., 1, 2, 2½, 3½, 3¾, 4, 4¾, 5.05, 5¾, 6, 6½, 7, 8, 9, 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, 3½, 4.00, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11, P. M.
The 8.20 Down Train, and 2½, 3½ and 5¾ Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave PHILADELPHIA at 9¼ A. M., 2, 4.05 min., 7, and 10¾ P. M.
Leave GERMANTOWN at 8¼ A. M., 1, 3, 6, and 9¾ P. M.
CHESTNUT HILL RAILROAD.
Leave PHILADELPHIA, 6, 8, 10, and 12, A. M., 2½, 3½, 5¾, 7, 9.00, and 11, P. M.
Leave CHESTNUT HILL 7.10, 8, 9.40, and 11.40, A. M. 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40, P. M.
ON SUNDAYS.
Leave PHILADELPHIA at 9¼ A. M., 2 and 7, P. M.
Leave CHESTNUT HILL at 7.50, A. M., 12.40, 5.40, and 9.25, P. M.
Passengers taking the 6.55, 9 A. M. and 6.30 P. M. Trains from Germantown, will make close connections with Trains for New York at Intersection Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave PHILADELPHIA 6, 7½, 9, and 11.05, A. M., 1½, 3, 4¼, 5, 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, 6¾, 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 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia: 5 P. M.
Leave Plymouth: 6¾ A. M.
The 7¾ 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 6½ P. M. Trains from Ninth and Green streets will make close connections with the Trains for New York at Intersection Station.
The 9½ A. M. and 5 P. M. Trains from New York connect with the 1.00 and 8.00 P. M. Trains from German town to Ninth and Green streets.
W. S. WILSON, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave the Depot, THIRTY-FIRST and CHESTNUT, as follows:
FROM PHILADELPHIA.
6.45 A. M. for B. C. Junction stops at all stations.
7.15 A. M. for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit and all stations on the P. and B. C. R. R.
9.40 A. M. for West Chester stops at all stations.
11.50 A. M. for B. C. Junction stops at all stations.
2.30 P. M. for West Chester stops at all stations.
4.15 P. M. for B. C. Junction stops at all stations.
4.45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit and all stations on the P. & B. C. R. R.
5.30 P. M. for B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
6.55 P. M. for West Chester stops at all stations.
11.30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5.25 A. M. from B. C. Junction stops at all stations.
6.30 A. M. from West Chester stops at all stations.
7.40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8.10 A. M. from B. C. Junction stops at all stations.
10.10 A. M. from West Chester stops at all stations.
1.00 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.
6.35 P. M. from B. C. Junction stops at all stations.
6.55 P. M. from West Chester stops at all stations.
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		9.00 A. M.
" " arrives at Erie		7.40 P. M.
Erie Express leaves Philadelphia		11.50 A. M.
" " Williamsport		8.15 P. M.
" " arrives at Erie		7.25 A. M.
Elmira Mail leaves Philadelphia		7.50 A. M.
" " Williamsport		6.00 P. M.
" " arrives at Lock Haven		7.30 P. M.
Bald Eagle Mail leaves Williamsport		1.30 P. M.
" " arrives at Lock Haven		2.45 P. M.

EASTWARD.

Mail Train leaves Erie		8.50 A. M.
" " Williamsport		9.55 P. M.
" " arrives at Philadelphia		6.20 A. M.
Erie Express leaves Erie		9.00 P. M.
" " Williamsport		8.00 A. M.
" " arrives at Philadelphia		5.20 P. M.
Elmira Mail leaves Williamsport		9.45 A. M.
" " arrives at Philadelphia		9.50 P. M.
Buffalo Express leaves Williamsport		12.25 A. M.
" " Harrisburg		5.20 A. M.
" " arrives at Philadelphia		9.25 A. M.
Bald Eagle Mail leaves Lock Haven		11.35 A. M.
" " arrives at Williamsport		12.50 P. M.
Bald Eagle Express leaves Lock Haven		9.35 P. M.
" " arrives at Williamsport, at		10.50 P. M.

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

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:
LEAVE PHILADELPHIA, from depot of P. W. & B. R. R., corner Broad street and Washington avenue.
For PORT DEPOSIT, at 7 A. M. and 4.30 P. M.
For OXFORD, at 7 A. M., 4.30 P. M., and at 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 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.

NORTH PENNSYLVANIA R. R.
NEW AND ATTRACTIVE ROUTE FOR SUMMER TOURISTS TO
Northern Pennsylvania, Interior New York, Buffalo, Rochester, Niagara Falls, Watkins' Glen, The Great Lakes and the West.
ALSO TO
Williamsport, Wilkesbarre, Scranton Schooley's Mountain, Allentown, Mauch Chunk,
AND ALL POINTS IN THE
Lehigh, Wyoming and Susquehanna Valleys.
Novelty, Comfort, Speed and Fine Scenery Are the attractions of this route.
The attention of Summer Tourists is asked to this new and attractive route, passing through the varied Scenery of the LEHIGH, WYOMING and SUSQUEHANNA VALLEYS, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.
FIVE DAILY THROUGH TRAINS
At 7.35 A. M., 9.45 A. M., 1.45 P. M., 3.20 P. M. and 5.00 P. M. (Sundays excepted),
FROM PHILADELPHIA PASSENGER STATION
Corner of Berks and American Sts.
Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, 811 CHESTNUT Street.
ELLIS CLARK, General Agent.
Tickets sold and Baggage checked through to principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street.
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LEHIGH COAL & NAV. CO.'S RAILROADS.
PLEASURE TRAVELERS
For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the
9.45 A. M. EXPRESS TRAIN FROM THE NORTH PENNSYLVANIA RAILROAD DEPOT,
Corner of BERKS and AMERICAN Streets, Philada.,
Or by taking the 3.20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.
Those wishing to visit MAUCH CHUNK and the SWITCH-BACK can take the 9.45 A. M. train, and return to Philadelphia the same evening.
Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre and Scranton.
Passengers to Williamsport by the 9.45 train reach there in nearly two hours shorter time than by any other route.
Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.
Tickets for sale at No. 811 CHESTNUT Street, No. 105 South FIFTH Street, and at NORTH PENNSYLVANIA RAILROAD DEPOT.
E. K. HYNDMAN, Master of Transportation.
JAMES A. DINKEY, General Ticket Agent.
jy20 lm§

READING RAILROAD.—GREAT Trunk Line from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Spring Arrangement of Passenger Trains, May 16, 1870, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:
MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. Returning, leaves Reading at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.
MORNING EXPRESS.—At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The 7.30 A. M. train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. train connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.
POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.25 A. M., stopping at the intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning leaves Philadelphia at 4.30 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 4.30 P. M. trains from Philadelphia, returning from Downingtown at 6.20 A. M., 12.45 and 5.15 P. M.
PERKIOMEN RAILROAD.—Passengers for Schwenksville take 7.30 A. M., 12.30 and 5.15 P. M. trains for Philadelphia, returning from Schwenksville at 6.45 and 8.00 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 4.30 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 9.50 A. M., passing Reading at 7.23 A. M. and 10.40 P. M., arriving at New York at 12.05 noon and 5.00 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 3.20 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 50 each for families and firms.
Season Tickets, for one, two, three, six, nine or twelve months, for holders only, to all points, at reduced rates.
Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.
Freight Trains leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5.00 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
Mails close at the Philadelphia Post-office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.
BAGGAGE.
Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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 8.00 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 6.00 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 valley before — A. M., the succeeding day.
ELLIS CLARK, Agent.

GROCERIES, LIQUORS, &C.

Curing, Packing and Smoking Establishment
JOHN BOWER & CO.,
Curers of Superior Sugar-Cured Hams
Beef and Tongues, and Provisions Generally,
S. W. Cor. Twenty-Fourth and Brown Sts.
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SHERRY WINE.—A VERY SUPERIOR and pure Spanish Sherry Wine at only $3 00 per gallon, at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut.

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

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

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

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

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

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

Security from Loss by Burglary, Robbery, Fire or Accident.
THE FIDELITY INSURANCE, TRUST AND SAFE DEPOSIT COMPANY,
OF PHILADELPHIA,
IN THEIR
NEW MARBLE FIRE-PROOF BUILDING,
Nos. 329–331 Chestnut Street.
Capital subscribed, $1,000,000; *paid*, $550,000.
COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.
The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.
DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent., payable by check without notice, and at four per cent., payable by check, on ten days' notice.
TRAVELERS' LETTERS OF CREDIT furnished, available in all parts of Europe.
INCOME COLLECTED and remitted for one per ct.
The Company act as EXECUTORS, ADMINISTRATORS and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, corporations and individuals.
N. B. BROWNE, President.
C. H. CLARK, Vice President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.
N. B. Browne, Clarence H. Clark, John Welsh, Charles Macalester, Edward W. Clark, Alexander Henry, Stephen A. Caldwell, George F. Tyler, Henry C Gibson, J. Gillingham Fell, Henry Pratt McKean.
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LEGAL NOTICES.

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

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

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

ESTATE OF JOSEPH KERR, DEC'D.—Letters testamentary upon the estate of JOSEPH KERR, deceased, having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present 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 REBECCA PEKIN, Deceased.—Letters of Administration on the above Estate having been granted to the undersigned, all persons indebted to said Estate are requested to make payment, and those having claims on the same to GEO. J. HAMILTON, Administrator, 1010 Marlborough street, Eighteenth Ward. au8 m 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, President. jy30-s 6t§

ESTATE OF ELIZABETH B. CARROLL, late of St. Louis, Deceased.—Letters of Administration on the above Estate having been granted to "The Philadelphia Trust, Safe Deposit and Insurance Company," all persons indebted to the said Estate are requested to make payment, and those having claims to present them at the office of the said Company, No. 421 Chestnut street. LEWIS R. ASHHURST, President. jy30-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 will present them to ISAIAH C. WEARS, Administrator, No. 614 Poplar street. jy25 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;
Or B. L. TEMPLE, 132 South Sixth street, Counsel for Administrators.
au8 m 6t§

SPIRITS TURPENTINE, TAR AND ROSIN.—91 barrels Spirits Turpentine, 111 do. Wilmington, N. C., Tar; 320 do. Pale and No. 1 Rosin, 353 barrels No. 2 Rosin, landing from steamship Prometheus. For sale by EDW. H. ROWLEY, 16 South Front street.