HISTORY OF THE GREATURASTERN STEAMSHIP.

The arrival at New Fork of this mammeth the politiculars of whose yoyage will be blood in sheether part of our paper) makes the present a fitting opportunity to give the ring flistory of the vessel from the first pilon of the undertaking to some time quent to her being launched

measurement to her being issueched:

Measiy six years have stapped since the people of the United States, were first made aware of the fact that certain British empireers had planned a Managhr which should be five times as large as the lar

ISAMBARD KINGDOM BRUNEL ISAMBARD KINGDOM BRUNKI.

kad the best claim to respect. He was the ion of a
French engineer, who, having left his country at
the time of the first French Revolution, came to
this country, constructed many important engineering works, and failty returned to England,
where he settled. His gonius soon secured
for him a prominent place among the engineers of the day. He was the originator and
contriver of the famous Thames Tunnel, a dry
pathway under the bed of the Thames free, which,
therigh a failure in a commiserial point of view 'remains nevertheless one of the most remarkable engineering works in the world. Mr. Brunel the
elder married in England. His son, Isambard
Kingdom, was born at Plymouth in 1806, was educated at Caen, in Normandy, and, when his edu-Safriy Out of the tannel by the resisties rush of the waters, and harely escaped alive.

The still he developed as resident engineer of this work brought him into general notice, and he obtained the position of engineer of the Great Western and other leading British railways. He also built a number of bridges in England, among others the Hungerford bridge, a suspension one, across the Thames. Quite lately he was Mr. Stephenson's associate and assistant in the construction and establishment of the imblar bridges which have become so famous. While, however, he was engaged in laying down tracks for railways, cutting tunnels through mountain ridges, and building bridges over rivers, he was maturing a subsume for a gigantic steamship which should associate the world and revolutionize steam navigation.

a scheme for a gigantic steamship which should assonish the world and revolutionize steam navigation. He succeeded in his aim. His steamship—the Great Western—was built, and proved successful. Many who read these lines will remember her arrival in New York, and the intense interest which attached to her, her builder, and everything connected with her. This was Isambard K. Brunel's first triumph in marine architecture.

For many years after the success of the Great Western Mr. Branel devoted his whole energies to the practice of his profession. He built bridges, dag tannels, laid down railroads, not only in Great Britain, but throughout the European Continent. During the late Grimean War the British Government induced him tog to Turkey to build a grand military hospital on arriet scientific principles; in this, as in everything clee, he succeeded.

It was in 1844, as we have said, that his conception of the Great Rastern, or Levistham, as the was at first called, took shap, and he laid his scheme before Mr. Scott Russell. Ever since the plan was adopted, and the construction of the versel began, Mr. Branel's time has been occupied with the work. Though the building proper was the work of Mr. Russell, numberiess details devokved upon Mr. Branel; time has been occupied with the work. Though the building proper was the work of Mr. Russell, numberiess details devokved upon Mr. Branel; tiwas be whômparintended the leaunch, and alarge part of the machinery and other squipment was constructed under his directions. The difficulties and disappointments which the stockholders in the company railed at the engineers whose fallures were russing them, Isambard K. Branel rost lost, hop, courage, or temper On the darkest day of the Great Eastern's career have screene, placid, and confident et to angriest respective of ignorant stockholders never

established.

THE PLAN OF THE "SREAT BASTERN"
As soon as Mr Scott Russell, the builder of the "Great Eastern," had agreed with Mr Brunelwith regard to the plan of the proposed monster ship, an appeal was made to their moneyed friends to provide the means. The appeal west with a prompt response from a number of eminent and liberal-London merchants. A company was formed with a capital of \$5,000 000, and money was forth, with raised to commence the ship.

Her great size was determined by the application of the wave principle. Mr. Bussell oxplained this at a meeting of the Mechanical Section of the British Scientific Association in 1857. He said that "when a vessel was about to

was foreseen that it would not answer to mine nor stern on to the water like other vessels. "If Isanohed endwise as usual," said Mr. Brunel. "this would have involved reising the fere part of the keel or the fore foot about forty feet in the air, and the forecastle welld have been nearly one hundred feet from the ground; the whole vessel would have been on an average two hundred feet higher than if built on a level keel. The inconvenience and coat of building at sond a hight can

33.000 pounds, when working at forty-five strokes a minute, with steam in the boiler at fifteen pounds, and the expansion-valve cutting off at one-third of the stroke.

They are, however, made to work smoothly, either at 40 strokes per minute, with steam at 25 pounds, without expansion, cutting off at one-fourth of the stroke. Under these circumstances, they will be working at the tremendous power of 6,500 horses. The screw-propeller, which is 24 feet in diameter, and 44 feet pitch, is by far the largest ever made. Its four fans, which were cast separately, and afterward fitted into a large oastino bess, have been compared to the biadebone of some huge animal of the pre-Adamite world. The weight of the sorew is 33 tons. The propeller-shaft is 160 feet in length, and weights 60 tons. The after-length of this shaft, 47 feet long, and weighing 35 tons; was made at the Lancefield lorge. This portion of the shaft, the heaviest piece of wrought iron in the ship, was manufactured this enormous length in order that the junction of it with the remaining portions should not interfere with the floor of the after-cabins. The other lengths of the propeller shaft, consisting of different pieces, each 25 feet long, and 10 tons weight, were made in London, for Meesrs. Watt and Co., the builders of the screw-engines.

Among other improvements, the screw-engines are furnished with "Silver's patent marine governor," and as their duty will be to regulate the supply of steam in accordance with the required power as the ship may pitch or roll about in a seatway, all danger of accident to the machinery and waste of steam arising from what is usually termed the "riscing" of the engine will be avoided, and a uniform propulsion of the ship through the water will be scurred. The weight of the secured ing to the sumount of work imposed upon it, the marine engine has long since been provided with a governor to regulate its speed according to the sumount of work imposed upon it, the marine engine has hither to been left expeed to all these

telegraphic signs—by day by the old semaphore telegraph, by night by a combination of colored lamps With the engineers he communicates by means of an electric telegraph.

In order that the crew may be able to see their way distinctly, an electric light is placed at one of the mast heads, which, in the words of the engineers, shed a pertenual meanicht round the very gineer. Shed a pertenual meanicht round the very

pairs of sugines out be connected or disconnected at a monaget's warning, and by a single-move-indicated. The confines are provided by the content of the shall. The confines are provided by the content of the shall be cont

On December 3 (the rams being repaired), the launching was recommenced, and the ship alipped saddenly away from the rams, gliding down 6 feet 6 inches with very little noise, at the rate of 6 inches in a second. On the 4th of December the ship completely quitted every part of the old foundations on which she was built, and the entire of her vast bulk rested on the new launching; ways alone. On this day the Great Eastern moved again directly the pressure was applied, and 31 feet were made by drops of 6 to 12 inches sech time. The afternoon's tide placed about 4 feat of water under her keel, which had the effect of lightening the ways of about 1,500 tons of her dead weight. Batic now became almost impossible to make the yessel move at all, and in the efforts to do so, bydraulic rams, windlasses, and chains were broken in succession, till scarcely any thing of the apparatus was left to continue work, without producing the slightest effect in the way of moving the vessel. Afterward, a trifling movement of 3 inches was brought about, when the vessel appeared to wedge herself as firm as a mountain.

The Great Eastern had reached the reduced gradient, and this exercised a retarding influence; the iron grades and the railway metals of the

gradient, and this exercised a retarding influence; the iron cradies and the railway metals of the "ways" were considerably rusted, and the re-

way, all danger of necident to the machinery and waste of steam arising from what is usually termed the "racing" of the engines will be avoided, and a uniform propolation of the ship through the water was forced to the marine-engine has long been felt; and, indeed, it is remarkable that, while the smallest estationary, engine has long since been provided with a governor to regulate its speed according to the marine-engine has long since been provided with a governor to regulate its speed according to the amount of work imposed upon it, the marine-engine has litherto been left exposed to all these sudden changes of resistance by the screw or paddle rising out of, or dropping into the water, that its movements are necessarily rendered axcordingly irregular, and frequently, in rough weather, gives occasion for much uncasiness as to its safety, to say nothing of the actual wear, terr, and west of steam it thereby sustains. "Silt weeken; gives occasion for much uncasiness as to its safety, to say nothing of the actual wear, terr, and west of steam it thereby sustains." Silt weeken gives occasion for much uncasiness as to its safety, to say nothing of the actual wear, terr, and west of steam it thereby sustains. "Silt weeken, and the launch was once more given uport of the safety, to say nothing of the actual wear, terr, and west of steam it thereby sustains." Silt weeken gives once and proper on board, if necessary, and an unusual number of boats will obviously be required in case of accident. Sibe bas, we believe, twenty large boats suspended to davits on either side; and heekels these size will carry two small sorew steamers, of sixty or sevanty tons each, snugly stowed and heekels these size will carry we small sorew steamers, of sixty or sevanty tons each, snugly stowed as the sease of accident. They will also serve as tenders to the great ship.

The rudder consists of two plate irou cheeks, teamed to great ship.

The rudder consists of two plate irou cheeks, teamed daily, without the aligner and on Launchy as o

of accident. They will also serve as tenders to the great ship.

The rouder consists of two plate irou chocks, framed together on a wrought-from rudder post, tapering in diameter from fourteen feet downward. The frame is nine feet wide.

She carries ten anabors, weighing in the aggregate fifty-five tons. Attached to them she has eight handred fathoms of chain-cable, weighing nan hundred tons.

In a ship of such length, of course, the usual means of communication between the officers and crew could not answer. The captain has his cabin on the mid deak between the paddle-boxes. Telescopes enable him to see securately what is going on astern and in the bows. He issues his orders by telegraphic signe—by dey by the old semaphore the course of the course

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IMPORTATIONS. SABINE & DUY. N. NB Sohr Ellis, Marsson ...

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balas cotton Knight & Belli 49,000 feet yellow GEORGE N. ATHAM. T. FROFHINGHAM. DEORGE S. REED.

At the Merchante' Exchange, Philadelphia.

Bayk Elizabeth. Brookman. London, soon Bayk Rowens. Witson. London, soon Bayk Rowens. Witson. Laguayra, June 39 Brig Baykling res. Wiswell. Beens Ayres, soon Sohr Twee Vrienden, (Dutch) Moyer. Havans, soon Sohr Evelyn, Yorke. Havans, soon For Rio Dr Lanking—The bark Wheatland. Captain Pensopa, for Rio de Janeiro. Will sail on Estudied or the first of the de Janeiro. Will sail on Estudied for the first black of the first have been soon by the first of the first have a soon soon for the first have been soon for before the show date. MARINE INTELLIGENCE.

CORT OF PHILADELPHIA. June 29 1860. SUN RIBES ____ 4 S6 -SUN SETS ____ H GHI WATER.

ARRIVED.

Steamship Boston. Crooker. 19 hrurs from New York, via Cape May, with mides and passe agersto J Aliderdice. Off Fourteen-foot Bank suw a full rigsed bring and a herm brig; both bound up, off ed e Lith a herm brig; sing S rank for Live Foosel and the Steam of the County of

hr Sarah Cutten, from Turks Island, was above, Tinii m Island.

Bark II. Hering, from Rio de Janeiro May 18, win field to Those A Newhall & Sons. 23d ult lat 19 3, long 14 spoke a bark steering - W. showing a flag with the cross and blue bouters; 28th inst, lat 37 00, long 15, 15 fathoms water, paused a spinken schooler; her low-mat heads (painted white, were out of the water, and ir topinats were gone. Schr. Lis. Marsten. 12 days from St. John, NB, with the and palinys to Twells. Melion & Co. Schr. Lis. Mershon. Allen. 10 days from Wilmington, C, with naval stores to Janus Heker. Sohr Cis Cartairs, "omers, 4 days from Saulobury, in illust to Sturtevant & Co., vicemer Josephine, Green, 22 hours from New York, the mass to Win Baird & Co. OLEARED. Steamship Kenneboo, Johnson, N York, J Alderdice Bark David Lapsley, Beadling, Cienfuegos, Stewart Carson & Co.
Brig Thomas Walter, Hiorth, St Barts and a market
Carstoira & Co.

Son I desassa, Somers, Boston, N Sturtsvant & Co Bahr S & Castairs, Somers, Beston, B Milnes & Co, Sohr B & Dyer, Tracoy, Eastport, E A Fonder & Co, Sohr J & Dyer, Tracoy, Eastport, E A Fonder & Co, Sohr J R Samuel, Vanwagner, Richmond, L Rother-

(Correspondence of the Philadelphia Exchange.)

(Correspondence of the Philadelphia Exchange.)

A brig and a Brachoner went in last evening. The steamship State of Georgia, from Favanna, is not passing in having in tow the steamship State. All Carles Your. HALL'S STORE, FENWICK'S ISLAND, June 26, 1860. The Philadelphia Board of Underwriters:
The object of this note is to inform the board that several art cles of furniture, apparently belonging to stammer, together with two or three boats some bagge, and a small book marked Pavid Cox, were washed ashore here within the last two or three days.

DAVID HALL.

(Correspondence of The Press.)

HAVE DE GRACK. June 22, 1980.

The Wroming left here this moraling, with 13 boats in tow, lades and consigned as follows:
Champion and Howard, wheat, corn, and rye to A & Cattell & Co.; York, of Lancaster, flour to Rumphreys, Hoffman & Wright; E W Frams, lumber to Malone & Taylor; A & Seebold and trars and Stripes, do to samt Bolton; S B Bailey, do to John Craig; J D Cameron, do to Wilmington; Rebecca Ann, Lebanon Valley, R G & J Hitzell, Dr H West, and Judge Higgins, coal to Delaware City.

Plauren de Bellevne, Sauley, cleared at N York for Philadelphia. W. Woodruif, Robinson, for Philadelphia 27 is may. V MoCabe, Pickup, cleared at Baltimore 27th E. for I hisdelphas. Schr Joseph Zeak, Endicott, cleared at Boston 27th at, for Philadelphia. Steamer Wm Fenn. Massey, honce, arrived at Balti-orr 27th late.

MEDICINAL. THROAT AND LUNG DISEASES. Coughs, Colds, Coughs, Colds, Coughs, Bronchitis, Sore Throat, Bronchitis, Sere Throat, Asthma, Quiney, Asthma, Quiney, Asthma,

Consumption. Consumption.

INSURANCE COMPANIES INSUBANCE AGENTS, No. 421 WALNUT Street last a second loss of damage by Fire, or Cotton and Woolea Mills, and Other, Manufactories, Buildings Merchandiso, Furblure, and other property, or favorable term, in the following well of the property, or favorable term, in the following well and Surplus and Surplus (Co. 1) HAR WILLIAM INSURANCE CO. OF HAR WILLIAM INSURANCE CO. OF NEW YOR METROPOLITAN FIR - INS. CO. OF NEW YOR K. 20th Capital and Surplus 233,653 Oct. 20th Capital 20th Capit PROVIDENCE W-SHINGTON INE, CO., PROV. S. Cash Capital and Burplus 8346 786 184 Capital and Burplus 8346 786 184 Capital and Burplus 8346 786 184 Capital and Burplus 8286 148 184 Capital and Burplus 8228 148 148 Capital and Surplus 8228 148 148 Capital and Surplus 824 834 748 Capital Annual Pire Insurance Co., Of New York, Germania Pire Insurance Co., Of New York, Germania Pire Insurance, Co., Of New York, Humboldt Fire Insurance, Co., Of New York, Applications in person or by note will receive prompatention.

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THE ENTERPRISE INSURANCE COMPANY OF PHILADEPHIA. (FIRE INSURANCE-EXCLUSIVELY.) COMPANY'S BUILDING. S. W. CORNER FOURTH AND WALNUT STREETS, DIRECTORS, P. RATCHFORD STARR,
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Hz, ing a large paid-up Capital Stock and Surplus Invested in sound and available. Securities, continue to insure on Dwellines, Stores: Parainure, Merchandise, Vessels in Port and their ourgons, and other Personal Property. All losses ilbernil's and promptit adjusted.

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ASBETS OF THE COMPANY.
November 1, 1268.

Market Value

Per. Philadelphia Chy 5 More town towns of the contraction.

(Correspondence of The Press.)

Company, Fameson 2, 210 to Georgian Willow Street.

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Billiar receivable for Insurances made. 131.635 69

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Rilliam H. Sero.

Samuel C. Huoy.

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Business men and offers, having occasion to travel frequently between different points, will find thus arrangement conveniont and conformation apply to the Tie et Agents on the time ty. A. NIC LL-4. General Superintendent, Reading, or to S. BRADFORD, 1923 Im NORTH PENNSYLON AND A RAILROAD.
On and after MOVDAY, July 2 1869, Passenger Trains
of this road will leave Front and Willow streets as follows:

On and after MOVDAV, July 1880, Passenger Trains of this road will leave Front and Willow streets as follows:

On and after MOVDAV, July 1880, Passenger Trains of this road will leave Front and points on Lebigh Valler and congress of the property of the street and a street, and a s

WEST OHESTER AND PHILADELPHIA RAILROAD.

CHANGE OF HOURS.

On and after Monday, June 4th, 1820, the trains will leave PHILADELPHIA, from the Station, Northeeast corner of Eighteenth and Market streets, at 7.05 and 10.45 A. M., a d.2.0 and 6.45 P. M.

Leave WEST CHESTER, from the Depot, on East Market street, at 8.26 and 9 10 A. M., and 1.55 and 5.25 P. M.

ON COMPANY.

C. M. ON SCNDAYS,
Leave Philadelphia at 8 00 A. M., and 2.00 P. M.,
Leave West Chester, at 7.25 A. M., and 4.55 P. M.,
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Leave West Chester, at 7.25 A. M., and 2 je4-tf NORTH PENNSYL

VANIA RAILROAD.

FOR ESTHLKHEM, DOYLKSTOWN, EASTON.
MAUOH CHIDINK, HAZLETON, ECKLEY, WHITE

MAUOH, WILKEBBARRE, &c.

On and after MONDAY, May 28th, 1800, Passenger
Trains will leave FRONT and WILLOW Streets, Phil
Indelphia, DALLY, (Sundays excepted,) as follows:
At 531 A. M. (Express), for Bethichem, Altentown,
Mauch Chunk, Hazleton, Wilkesbarre, &c.
At 331 A. M. (Express), for Bethichem, Easton, Mauch
Chunk, &c.

The train reaches Kaston at 8.50 P. M., and makes
of train for New York, Passenters by this train reach
Mauoh Chunk the some evening.
At 8.40 A. M. and 430 P. M. (Accommodation)

At 4.43 A. M. and 450 P. M. (Accommodation)

Leave Fort Washington (Accommodation,) at 6.25 A. M. and 218 F. M. ON SUNDAYS:

Philadelphia for Bethlehem at 8 A. M. Philadelphia for Bethlehem at 8 A. M. Philadelphia for Devicetown for Philadelphia at 8.00 A. M. Philadelphia for Bethlehem at 8.00 A. M. M. Philadelphia for Bethlehem at 8.00 A. M. M. Philadelphia for the state of the hiddelphia at 8.00 A. M. Taribo in first chiladelphia at 8.00 A. M. Taribo in the hiddelphia for the secure the above rates of fare.

All Planenger Trains (except runday Trains) connect at Berks street with Fifth and Sixth streets and Second and Third-street Pasenger Raincoak 20 Miputes at the leaving Willow street.

NOTICE.—CHESTER

ANTERNOON TRAIN for Downingtown, leaves at PAILY (Sundays excepted.)
PAILY (Sundays excepted.)
By order of the Board of Managers of the Philadelphis By order of the Board of Managers of the Fridancipal and Feeding Entired Company.

ap2 W. H. McLLHENNEY, Secretary. WEST CHESTER
RAILROAD TRAINS VIA
PENNSYLVANIA RAILROAD. Leave Depot, corner
ELEVENTH and NARKET Streets. daily (except
Sindar) at 7.15 a. M., 1230 F. M., and 4 P. M., Leave
Wost Chestor at 6.45 a. M., 19 4. M., and 3.10 P. M. MACHINERY AND IRON. PENN STRAM ENGINE AND

ressure, Flue, Jubular, and Cylinder Boilers, of the best fenneylyapis charcoal from. Forguna of all sizes said side iron and first coastings of all sizes said side iron and first coastings, of all sizes said side iron and first coastings, of all sizes said stores. Roll Torning, sorew Cutture, and all other work connected with the above business.

If anything and approximation for all work done at their esphibilithment, free of charge, and work sustantied.

The subsciribers have ample what is ook noom for repairs of coasts where they can lie in periods safety, and are provided with anears, blooks, falls, &c., &c., for raising heavy or light weighting.

ACOS G. ROSS Vend Exp.

JOHN P. L. VY.

JOHN P. L. VY.

JOHN P. PENSOT 74, I. SCHURR.

JOHN P. L. VY.

JOHN P. PENSOT 74, I. SCHURR.

JOHN P. SERON ROSS Vend Exp.

JOHN P. PENSOT 74, I. SCHURR.

JOHN P. SERON ROSS Vend Exp.

The Auditor appointed by the Court to report digit; by a first a thorough howeledge of the business, and a specific control and recast and active a second so the following term 140, or 77. Vend Exp.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 74, I. SCHURR.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 74, I. SCHURR.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 74, I. SCHURR.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 75, Vend Exp.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 75, Vend Exp.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 75, Vend Exp.

The Auditor appointed by the Court to report digits.

JOHN P. PENSOT 75, Vend Exp.

The Auditor appointed by the Court to report digits.

DOINT PLEASANT FOUNDRY, No. 951
BEACH Street, Keneington, Philadelphia.—Wil.LIAM H. TIERS informs his triends that, having purobsected the entire stock of Patterns at the above Founday, he is now graphed to receive acadege for Rolling,
friest, and Bay Mill Castings, Soop, Chemical, and
House Work, Gearing. Castings made from Reverberatory or Cupola Furnaces, in dry or green sand, or
loam I IFE INSURANCE AND TRUST COMpany. The pany mill begings, bosp, Chemical, and
pany. The pany mill begings, bosp, Chemical, and
pany. The pany mill begings, bosp, Chemical, and
pany. The pany mill begings, bosp, Chemical, and
book Birects. Assets, gsw.691.

INSURES LIVES for the whole term of differents and
annuties and endowments purchases life interests in
Real Estate, and makes all contracts depending on the
contingencies of Life.
They act as Excentors, administrators, Assigness
Trustors, and Guardians.
TRUSTERS.

Banjel L. Millian.

Bandel M. Millian.

Ba

SOUTHWARK FOUNDRY.

PIFTH AND WASHINGTON STREETS,

MIRELIOK & SONE,

HINGINESS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,

for Land, River, and Marine service Steam Engines,

for Land, River, and Marine service.

Lon Frame Roof or Or Braz.

Lon Frame Roof for Or Works, Work Shops, Rail
road Stations, &c.,

Edipties and Coss Machinery of the latest and most im
proved construction.

Every description of Plantstion Machinery, such as

Sugar, Saw and Grief Mi'le, Yaouum Fans, Open Steam

Trains, Befecators, Filters, Faunjing Engines, &c.,

Sole Agents for N. Rillers, 'a Patent Sugar Boiling

Application Naturally Fation, Steam Hammer; and

Application Naturally Fation, Steam Hammer; and

Application Naturally Fation Steam Hammer Steam

Application Natur SAVING FUNDS.

" A little, but often, fills the Purge." PRANKLIN SAVING FUND, No.1 they have a ways done. This Company never is been ded. Females, married or single, and Minors, can deposit in their own right, and such deposits can be considered by the State of the Charles of the Cha

SALES BY AUCTION. RURNESS, BRINLEY & CO. No. 499 MARKET STREET. R. 429 MARKET STREET.

R. 420 TIO. EER, No. 431

between Fourth and "lift streets.

LAST SPECIAL SALV OF STRAW GOODS.

June 2, by catego Monday Morning,

June 2, by catego Monday Morning,

June 2, by catego and a redit, commencing at 10%

o'clock president.

Louded in sale—

A line of most desirable shaped brown, drab, and
white riding hats, fancy hats, adejades, bloomers. &c.

for ladies, missees, any children's wear; new shaped

atraw, hair, and N. applitan bonnets; willow and sas

grass hood; men's and boys' palm, Panama, Leghorn,

and Wm. Tell hats &c. DHIUP FORD & CO, AUCTIONEERS.
No. 530 MARKET Street, and .21 MINOR

TOR THE SOUTH—CHARLESTON AND SAVANNAR STEAMSHIPS.

Heavy Fronth and Statement of Figure 1 and 1 and

than by sailing vessels, the premium being one-nail sing rate.

N. B.—Insurance on all Railroad Freight is entirely innecessary, farther than Charleston or Savannah, the Railroad Companies taking all risks from these points.

GREAT REBUCTION IN PARE.

Fare by this routo St to 40 per cent. cheaser than by the inland Route, as will be seen by the following schedule. Through tickets from Philadelphia, via Charleston and Savannah streamships. INCLUDING Mix. Local the whole route, except from Charleston and Savannah transition.

LEGAL. IN THE ORPHANS COURT FOR THE OITY AND COUNTY OF PHILAPELPHIA Estate of H GH GURLEY, deceased.

The Auditor appointed by the Court to said: settle, and adjust the executor of William Courper, auriving Frecutor of the will of FUGH GURLEY, deceased, and to make distribution of the balance in the hands of the accourant, will meet the parties interested. for the purposes of his appointment, or TUE-PAY, the third Day of July, at 3 of old KP. ... at his office, o. 220 North FIFTH Street, in the city of Philadel-phila. the 'hind Day of July, act o'cl of F.". at his office, o. 250 North FIFTH Street, in the city of Philadelphia.

O. 250 North FIFTH Street, in the oil of Philadelphia.

EVERT AND COUNTY OF PHILADELPHIA.

CITY AND COUNTY OF PHILADELPHIA.

Alia, vs. U-N1" K. DRENKEL.

Alia, vs. U-N1" K. DRENKEL.

Alia, vs. U-N1" K. DRENKEL.

Alia vs. U-N1" K. DRENKEL.

Conscious vs. Unit vs.

NOTIOF. -Letters of Administration 1 Pon the Estate of JOS. PEAI, late of Fruk ford Twenty fourth word, Philadelphia, deceded, having been granted to the un tengined all person indicated count state are read used to make immediate psymetat and all person paying claims against the same to prean it them, dily authorice act for a ment, the Manuary of JOHN DEAL, Administrator, jecs-6t*

persons are requested to make mind.

Detroin ser requested to make mind.

THOMAS D. SMIPH.

Auditor. NOTICES,

A UDITOR'S NOTICE.—The undersigned
A Auditor, appointed by the Orphans' Court of Lancaster county, to distribute the portion of the balance
with an Testament of Bane Reider, Executor of the last
With an Testament of Bane Reider, Hr., has of Capmaryon Townsheld, of Bane Reider, Hr., has of Capmaryon Townsheld, to Bane Reider, Hr., has of Capmaryon Townsheld, to Bane Reider, Hr., has of Capmaryon Townsheld, the State of the Spontine and the
their of the State of the Spontine and the State of August next,
at To'clock P. M., when and where all persons in
torested may attend. White P. Bally Tol-

DROPOSALS FOR THE UNITED STATES.

Proposals for amplying the finite fits to interest to such of June next [36], will be read by the united states to such of June next [36], will be read to fit the united states to such of June next [36], will be read to fit the united states to such of June next [36], will be read by the united states and the season of the sex and lump sizes, and, entirely free from bone, alate, and other fareign substances; each ton to weight a.t.d. pounds. NOTICE.—A Meeting of the Association known as the "Amysdeloid Misin; Company of Late Euperior," will be held at office of in Company on the city of Philadelphia, on MONDAY, 2, 2d of Ju y, 1880, in pursuance of the provisions of the 2n section of the act supplementary to an act to sultonize the formation of Corporations for Mining, Smallang, &c., passed by the Legislature of Michiga, and approved on the 6th of February, 1886, for the pursuan of electing Directors and adoctor, Bi-Lays for the government of aid accountion, and the transaction of such other business as may properly dome before said meeting.

SALES BY AUCTION. THOMAS & SONS

Not. 139 and 141 South FOURTH Street.

(Formerly New 57 and 62)

SALE AT THE EXCHANGE-MOMDAY JULY 2.

CARD.—by sale of Stocks and Real Fetare next will include the real estare frames new observed in the stock, so, of the Catawisse. Williamsport, and Eric Railroad Company. Railroad Company,

STOCKS AND REAL ESTATE.—THESDAY NEXT.

Famphict catalogues now ready, containing fall descriptions of all the property to be sold on Tuesday next

Sth inst. with a list of sales of 2d and set Jany, and
large amount of real estate at private sale. large amount of real state 2 private sale;

ART.—PURLIC NALLE REAL ESTATE AND EXTOCKS AT THE EXCHANGE—dales of real estate and stocks overy Tuesday, at the Exchange.

Contributors having the option of either sale.

Contributors having the option of either sale.

Handbills of each property issued separately, in addition to which we publish, on the Saturday previous to the sale, spa thousand catalogues, to pamphies form, tring full meeting the soft at the property is toke sold the following the sale of the property is toke sold the following the sale of the property of the sale, and the sale of the sale, inclinding every description of real serials at private sale, inclinding every description of the sale property. PRIVATE PALE REGISTER.

PRIVATE PALE REGISTER SALE REGISTER and advertised occasionally in our public sale pegister; and advertised occasionally in our public sale pegister.

\$11.000 UNION CANAL BONDS.
On Monday,
July 2, at 12 o'clock made the Phil delphic Exoh use, will be sold for account of whom it hay conern, Leven six per cent. bonds, \$1,000 each (\$11,000), of the Union Canal Company, SHEP HOUSE STOCK.

One share stock, or the at reserve—
Atlanta City," par \$1 00. Such House Association of Sale absolute.

"Sale absolute.

VERV IMPORTANT SALE.

DATAWISS, W. LLIAM 90 T No FRIE RAILROAD CHATTELLS, ROLLING STOCK, &co.

July 2 at 2 o'clock noon, at the Philadelphia Exchange, will be sold, by decree of the Sugrems Court of
Prunsylvania.

The real estate. franchises, chatte's rolling stock,
&co. of the Statwinsa, Williamsport, and Erre Ratiroad
Company

Frems—98 000 to be paid in cash on the real estate, at the time of sale.

Free 300 on each of the other five lots, chattels, rolling stock, &co. REAL ESTATE SALE-JULY 10.

AEAL ESTATE SALE-JULY 10.

At 12 o'clock noon
Orphans' Court Sale-Fessie of Ellbat Cresson, dea'd.
Two story Brioe DWELLIAM: Crown street, between
France and Duke street bighteenth ward.
Same Entate-Two story Broke DWELLIAG, adjoin
ing the shove.
Orphans' Court Sale-Estate of George Fleming, dec'd.
A Yearly GROUND RENT of \$66.
Unphans' Court Bale-Estate of James McConnell.
The court Bale-Estate of James McConnell. Ouphans' Court Sale—Estate of James McCouncil.

Two-tory Brick Dw ELLING, Swanson a'rest, beween Queen and Canstan strees,
Orpha a Court Sale—istate of James Thomas, dec'd,
'Three scory Brick Brick and DwE-LLING two
three-story Brick Dwellings, and two-story France
Dwelling, Currant ale and Faken place, between
Tenth and ! leventh and ! occut and optime streets.
Three-story Brick INE ELLING, No. 911 N. Eleventh
street, bel w Girard avenue.
Excountry Sale—gistar of Hamlet Passeyn, dec'd. end neverth streets.

88 story Brick DWELLING, south Fifth street,
Lombard street vinsteenth ward.

y Brick DWELLINGS, York street,

Two story Brick DWELLING, Braddock st, Nine-eenth ward.

MOSES NATHANS, AUGITIONER AND COMMESSION MERCHAND, SPRINGER AND COMMISSION MERCHAND, SPRINGER COLLEGE AND COMMISSION MERCHAND, SPRINGER COLLEGE AND CO

COPARTNERSHIP NOTICES, he stock of trains J. B. ROONS & CO., and have stock of trains J. B. ROONS & CO., and high stock stock of trains J. B. ROONS & CO., and high stock stock of the purpose of doing a general high stock of the purpose of doing a general high stock of the purpose of DISOLUTION OF PARTNERSHIP.

The paymership heretofore existing urder tag from STILEON & STONE is this day dissolved by mattail consent.

Phila., May 31, 1860.

J. B. STONE. COPARTNERSHIP - THE UNDER CUPAKINE MEMBER THE RESIDENCE AS THE STATE OF THE STATE O

EXPRESS COMPANIES. Office No. 28 South FIF &B. Street.

FOR CAPE MAY, —Persons

chout visiting CAPE MAY can
have their Baggage called 'or, checked from their residence, and delivered on board she Sea Steamers Deliware, Roston, and Kangelseo, which leave the first
what below SPRUPE Street, days, as \$9, or clock a.

M., by leaving their address at the Office of to MAHAN'S
BAGGAGE, EXPRESS, No. 3 WALNU STREET, or
F. FA NTHORNE'S, Drugsist, THIRTELINTH and
WALNUT Streets,
Baggage also delivered to the New York lines.
Orders overfully and promptly attended to, Office
open from 8 A. M. until 1 F. M.