## OUR PARIS LETTER.

Public Suspense Upon the Question of War-Verdi a Patriot-Garthaldi, the Liberator-Financial Matters and the Cholers-The Bombardment of Valparatso - Horse-Racing-Theatres-Tulip Manin-Scraps of Continental News, Etc., Etc. Special Correspondence of The Evening Telegraph.

Paris, May 18, 1866. I am sorry to say that we are still living in a state of suspense. We are constantly expecting to hear that the first shot has been fired, but up to the present time there has been "Great cry and little wool," In the meantime everything is at a stand-still-business, journeys of pleasure: and should things continue in this way all the summer, those who generally repair to Ems, Wiesbaden, Carlsbade, and Bagnieres, will have to remain quietly in Paris, and content themselves with taking seltzer water at the Trinkhalls now being set up on the Boulevards. where the Parisians may quench their thirst during the hot days of summer.

We are in a most unpleasant statu quo, which is neither war nor peace. Victor Emanuel has left Florence to take the command of the army. Benedek is busy in Bohemia; Prince Charles, of Prussia, is in Wurtemberg; and Prince Humbert, heir presumptive to the Italian throne, is at Borgo de San Martino, where he occupies the country of the author of Il Tro-

is not only a composer of immense genius, he is moreover a patriot, who would wish to see his country treed from a foreign yoke-he is, too, a member of the Italian Parliament. As soon as he heard that the Prince intended making his headquarters at San Martino, he immediately placed his whole establishment at the disposal

The Italian fleet "stops the way" in the Adriatic-alt is ready-who will strike the first blow?

of his Royal Highness

GARIBALDI. the great liberator of the Peninsula, has been named commander of a corps of volunteers, a command which he has accepted, with the proviso that he shall be allowed to act with perfect treedom. Nobody seems to know where he is: some say at Nice; others say that he has not yet left his "island home" of Caprera. We. shall no doubt hear that he has taken the Austrians by surprise.

The exiled Magyars, who, like the Italians, sigh for a fatherland, intend making common cause with their Italian brothers. A Hungarian legion is being formed at Fiorence, which will be entrusted to the former chief of the revolution, Kossuth.

However, war has not yet broken out, and the uncertainty is worse than actual war; for an army cannot live on air, and all the stock markets are in state of perfect deroute, occasioned by contradictory telegrams.

THE PINANCIAL DISASTERS caused by the fall in securities are numerous in France, but in no way to compare with those in London. Many in France have felt the countershock of the great failure of Overend, Gurney & Co., which every commercial man knows was a bank of long standing. English papers inform us that this failure is to the extent of £21,700,000.

The news spread like wildfire, and there was consequently a run on a great number of London banks-the police, we hear, had great trouble in preventing the communication in the city from being stopped. On Seturday last crowds of people filled the streets up to a late hour, and it was not till the clock of St. Paul's Cathedral struck twelve, that the crowd began

THE CHOLBRA.

We are threatened in our pockets and in our health, for, to make matters worse, the scourge of the nineteenth century is at Liverpool, where it has been brought by a vessel coming from the West Indies. Several persons have already been

It was hoped that England would be enabled to keep out of the conflagration which menaces Europe in general, but it appears, by latest advices from America, that she will have to keep a sharp lookout on the Fenians in Canada, who have just captured an English ship, the Wentworth. An American ship had been sent in pursuit of the Fenian vessel, but had been unable to overtake it. Before terminating this dreary chronicle of

war and ruin, I must not omit informing you of the general judignation felt in Europe on learn-

THE BOMBARDMENT OF VALPARAISO. The accounts are of the saddest description. The Spanish Admiral had been challenged by the Chilians to a naval combat, but declined; he preferred burning and ruining a defenseless town. The injury done to commerce amounts to 12,000,000 plastres. More than four-fifths of the merchandise was foreign property of neutrals, who will no doubt not omit to present a little bill when the time comes-a bad business for the Hidalgos, a bad spec, for, if we are not mistaken, there is a lack of specie in the Spanish money-box.

Notwithstanding the rumors of war. Paris has been able to find a new idol. Bismark has a rival; it is the lucky winner of the Chantilly "Derby," the horse "Florentin." The nose of "Gladiateur" is put out of joint; the cry is now, "Vive 'Florentin,' "

Oh! mgratitude of man! how the horses must despise us !

There was nothing to make us believe that this horse, unknown a few days ago, would achieve such honors, as it was not even classed. The owner of "Florentia" has, it is said, won more than a million of francs.

THE PARIS THEATRES. All the wars and all the political differences in the world will not prevent the light-hearted Parisian from taking his pleasure. Some of our theatres are reaping golden harvests, and the seventy performances of the Lion Amoureux has netted seventy-four thousand francs, to which must be added the sale of the work, 30,000 francs. Should things continue in this way we shall soon see a miracle,

A POST MILLIONAIRE.

a rarity, as Alexandrine verses seldom lead to fortune. The raising of vegetables and onions, especially tulip onions, is a more profitable occupation.

THE TULIP MANIA IN HELLAND is still rampant with Mynheer. This mania cost a pretty penny to the directors of the Utrecht Railway, a few days ago, who had to pay down 60,000 francs to the owners of some tulip bulbs, which had been damaged by the negligence of some of the railway officials,

THE CHAMELEON DIAMOND,

s most interesting experiment, was the other day made at the Academic, with the so-called chameleon diamond, which has the property of changing its color when exposed to great heat of a light yellow color, it turns light red when placed in the fire, and resumes its original hue when allowed to cool down again. This diamond should be worn by the greater part of our political men.

PLIGHT OF STARS. Many of the stars which caused us such pleasure this winter, have left us. Patti, the spoiled child of the Paristans, is now in London, where the season has already begun. She will, howeyer, return to us "when the swallows home-

MAD'LLE GRONIZOW, THE RUSSIAN DANCER, who has been so long announced as one of the best dancers of the North, has at last come out at the opera, in the charming ballet of Giselle; ou, Les Willis. She is "all our fancy painted her," and, perhaps, since the time of the famous Marie Taglioni, no dancer has gone through the unnatural dance of the ballet with more grace and decency. We have seen the most celebrated dancers of modern times-Duvernay (Mrs. Lyne Stephens), Carlotta Grisi, Fanny Ellsler, Cerito, Cerraris, and many others, but the Russian batterina excels them all.

MARIE TAGLIONI. now created Baroness de Thorn, by the Emperor Franz Joseph, will shortly give her hand and heart to Prince Windischgratz, an Austrian officer. The celebrated prima batterina of the Berlin opera is niece to the celebrated Marie, who so often charmed us in La Sytphide and La

## Scraps of Continental News. THE FAIR SEX FREE!!

Great agitation is going on now in Stockholm in favor of the fair sex, on whom it is wished to confer all the rights and privileges hitherto accorded only to men.

The Aflonbiadet newspaper, in speaking of the above, calls attention to the fact that, in 1740, a lecture was delivered at the University of Upsala, on the following proposition:-Whether the female sex ought to be excluded from the culture of beites lettres? In this discourse, which was printed in 1843, M. Edberg is of opinion that, although women of a very gifted nature might be admitted to the study of the belles lettres, women in general ought to confine themselves to household duties, spinning and needlework.

AUSTRIANS RIDICULING BISMARK. Letters from Vienna inform us that it is the fashion just now for all the actors in the theatres of that city to make all sorts of sarcastic remarks concerning M. Bismark, the Prussian Premier, and his line of policy, which are nightly received with thunders of applause. On the other hand, the press, great and small, teems with articles, anecdotes, etc., turning into ridicule the aforesaid minister and his royal master. The shop windows, also, are filled with caricatures. In one M. de Bismark is represented as an ogre, busily engaged in devouring the different States of Austria, and even the Emperor Franz Joseph himself. In another he is seen in company with Victor Emanuel, who, after a moment's talk, turns his back on him, and leaves him to grapple with

Mons, de Mensdorff, THE POLITICAL PAIR SEX. An association of women for the progress of political economy has just been formed at Vienna. A committee of ladies has been charged to draw up the statutes, with M'me Laube, the wife of a well-known dramatic author, as its

A journal of the South of France announces the death of Captain Magman, known for his numerous attempts to establish a line of French steamers on the Danube. He expired, after a long illness, at Marseilles, in the midst of his family.

WRECKED VESSELS.

It results, from the list published by the administration of the Bureau Veritas, in Paris, that the total number of vessels wrecked during the month of March amounted to 269, of which 145 are English, 32 American, 28 French, 5 Danish, 5 Dutch, 5 Italian, 5 from Hamburg, 4 Norwegian, and 41 of different other countries. Seventeen ships are supposed to have been totally lost, not having been heard of.

The number of wrecks during the month of January and February amounted to 678. By adding the number of those lost during the month of March, we have a total of 947 wrecks from the 1st of January to the 31st of March,

THE CONSUMPTION OF COTTON. In 1764, an American merchant in Liverpool received a consignment from Charleston of eight bales of cotton. They were seized at the Custom House, under an allegation that cotton could not be grown in the American colonies. In 1860, the cotton of the United States amounted to 2,078,777,600 pounds. In the East Indies, the annual product is 2,440,000,000 pounds. Of the 1,287,000,000 people now in the world, 700,000,000 wear cotton exclusively, and all but 70,000,000 wear it more or less!

INTRODUCTION OF SILKWORMS. At the last public meeting of the Societe

d'Accimatisation two gold medals were awarded, one to M. Berlandie, who introduced into Europe a new and healthy larva of silkworms from Japan, and the other to Mr. Garnier, who has made the Society a present of a magnificent collection of animals from London.

TRICHINA AGAIN. The disease of pigs (trichina) continues to cause a good deal of alarm. The Moniteur has lately published a report of Messis. Delput and Raynal, two scientific gentlemen appointed to study the malady. It resulted from their investigations that this disease is much less common and far less dangerous than was asserted. They havever state that the French pigs are quite as liable to catch trichina as those of Germany, if allowed to eat the dead bodies of rats, cats, and other animals, all which are naturally impregnated with trichina. Great

of the pig-stye. There is exhibited just now in a curiosity shop on the Boulevard Malesherbes an Indian statue of black granite. The figure is laid on his back after the manner of figures which ornament the lids of sarcophagi. This statue represents the grand Krischna, a divinity held in great veneration by the Hindoos, and to whom the magnificent pagoda situated at Gengis, thirty leagues

attention should also be paid to the cleanliness

from Pondsicherry, was dedicated.

It has been asserted in a periodical that this statue of Krischna was carried off from the pageda at Gengis by a French magistrate, but this is not correct. It is true that the statue is the property of a French magistrate who has travelled in India, but this gentleman purchased it for a considerable sum of money. The proper lace for this fine figure of Krischna would be in a museum of Indian coriosities, either in London or Paris.

TI

I, JOHN EDGAR THOMSON Trustee in a certain Indenture of Mortgage of the property bereinatter described executed by the Tyrone and Cleanfield Rai road Company to me, as Mortgage in Trust, to secure the payment of the princit, all and in erest of bonds of said Company to the amount of \$25000 which Mortgage is dated the 12th day of May A. D. 1859, and recorded in the office for recording deeds, etc. is and for the county of Riair, on the 18th day of May. A. D. 1858, in mortgage book A. pages 63-4-5-6-7 and S. said in the office for recording deeds etc. is and for the county of Centre, on the 17th day of May. A. D. 1859 in mortgage book E., page 17°, etc., do bereby give notice that default having been made for more than interj days in the payment of the interest due and demanded on the said bonds, I will, in pursuance of the written request to me directed of the heiden's of more than \$5000 in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said worings expose to public sale and sell to the highest and best bidder by M. (HOM.S. & SONS, Auctioneers, at the PHILADELPHIA EXCHAOR), but the said worings expose to public sale and conditions hereinster stated, the vibre said more gaged premises, viz.:—

The whole of that section of said Tyrone and clearfield hadrond from the point of histesection with the Tyrone and Lock haven railroad near Tyrone Blair county, Fennsylvania as the same is now constructed together with all and singurar the railways, rails, bridges, fences, privileres, rights, and all real property of every description acquired by and belonging to said tompany and all the toils, income issues, and profits to be derived and to a ke from the same, and all the hadrons between said points with all the buildings standing thereon or procured therefor JOHN EDGAR THOMSON Trustee in a certain

tions between said points, with all the buildings standing thereon or procured therefor

AND GENERALLY.

All he lands railways rails bridges, culverts, trest'eworks, too boules, coal bouses wharves, tences rights
of way, workshops, machinery, stations, depots depot
grounds, works, masonry, and other superstructure,
real estate buildings and improvements of whatever
nature or kind supertylining or belonging to the above
mentioned property, and to the said section of said
Tyrone and Cearfie d railroad, and owned by said Comvany it agmission therewilh. Tyrone and Cearfie d ratiroad, and owned by said Com-pany in connection therewith.

The said section of the Tyrone and Clearfield Railroad, extending from the intersection of the tyrone and Clear-field Bailroad with the railroad company but now to the Tyrone and Lockhaven Railroad Company, but now to the Baid Eagle Valley hailroad Company, is about 26 miles in length.

TERMS OF SALE.

TERMS OF SALE. 810,000 of the purchase money to be said in cash when the property is struck off, and the balance within 20 days PAYMENT on account of the said balance of purchase PAYMENT on account of the said balance of purchase meney, to the ex-ent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said bonds may be under in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons, the holders may retain possession of the said bonds and coupons on receipting to the said Trustee for the said dividend and endorsing payment of the same on the said bonds or coupons. dividend and endorsing payment of the same on the said bonds or coupens.

Upon the purchase money being paid as atoresaid, the Trustee will execute and deliver a deed or conveyance of the premises to the purchaser or purchasers in pur-suance of the power conferred upon him by the said mortgage.

Any turther information in respect to said sale, or premises may be had upon application to the under-

Any further information in respect to said sale, premises may be had upon application to the undersioned Trustee, at the office of the Pennsylvania Rai road Company, No. 238 S. Third street. Phi ade phis.

JOHN EDGAR THOMSON Trustee.

M. THOMAS & SONS, Auctioners,
Nos. 138 and 141 S. FOURTH Street.

DHILADELPHIA, MAY 4, 1866.—NOTICE IS hereby given that a writ of scire factas will be issued upon the following claim, at the expiration of three men ha from the date hereof, unless the same is paid within that time to W. A. SLIVER, Attorney-at Law, No. 3' N. SEVENTH Street.

TO USE OF LANE SCHOFIELD VS. Fishk in Fire Insurance Company. C.P., December T. 1865. No 28. For raving \$7443, bt N. E. corner of Twenty-second and Spruce streets. 17 feet front on Spruce by 57 feet 4 inches deep on Twenty-second 54 13m\*

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At 8 A. M. for Reeding Lebabon, Harrisburg Pottsville, Pinearove Tamaqua sunbury, Villiamsport, Elmira, Rocheser Nia, ara Fal s. Buffalo A lentown Wilkssbarre Fittston, York, Carlisle, Chambersburg, Wilk-sharre Fittaton, York, Carlisle, Chambersburg, Hagerstown etc. etc.
This train connects at READING with East Pennsylvania Railread trains for Ailentown, etc., and the Lebson Valley train for Harrisburg etc.; at FORT CLINTON with Catawiesa Railroad trains for Williamsburg, Lock Haven, Fimira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schuylkfill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Finegrove etc. etc.

ind, Williamsport, York Chambersburg, Finegrove etc. etc.

AFFERNOON FXPRESS.

Leaves Philacelphia at 8:50 P. M., for Reading Pottaville, Harpsburg etc., connecting with Reading and Columbia faircad trains for Columbia, etc.

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Leaves Reading at 6:00 A. M., stopping at all way stations, a. 1, ing at Philacelphia at 8:55 A. M.

Returning, leaves Philacelphia at 8:55 A. M.

Trains for Thinacelphia leave Harrisburg at 7:30 A. M.

2 and Fottsville at 2:45 P. M., arriving in Philacelphia at 12:45 P. M., Attendon trains leave Harrisburg at 2:00 P. M., Pottsville at 2:45 P. M., arriving in Philacelphia at 7:00 P. M.,

Leaves Reading at 7:35 A. M., arriving in Philacelphia at 7:00 P. M., and Harrisburg at 2:00 P. M., and Harrisburg at 2:00 P. M., and Harrisburg at 1:25 A. M., and Downingtown at 1:250 P. S., for Philadelphia and all way statems.

All the above trains run daily, "undays excepted. Sunday trains leave Pottsville at 5:96 A. M., and Philadelphia at 2:15 P. M. Leave Philadelphia for Reading at 8:60 A. M., and 5:60 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M., and 1:2-3 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE

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Leaves New York at 9A M., and 8'M P.M., passing Pessling at 1'49 A.M. and 1'48 P.M., and connecting at Harrisburg with Pennsylvania and Northern Central Ballroad express trains for Pittsburg, Chicago, Williamsport, Emira, Entémore, etc.

Keturning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9'f5 A.M. passing Reading at 449 and 10 52 A.M., and arriving in New York at 10 A.M. and 2'45 P.M. Sleeping care accompany these tains through between Jersey (ity and Pittsburg, without change.

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SCHUYLKILL VALLEY PAYROLD. NEW YORK EXPLESS FOR PITTSBURG AND THE

P. M. Mail train for Harrisburg leaves New York at 12 M.

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P. M. returning from "smaqua at 7-35 A. M. and 1-49
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Trainsleave Auburn at 7-30 A. M. for Pinegrove and
Harrisburg and 1-50 P. M. for Pinegrove and Tromont,
returning from Harrisburg at 4-15 P. M., and from Trenont at 7-35 A. M. and 5-10 P. M.

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At 5-30 F. M., via Camden to South Amboy, Accommodation.

At 8 A. M. 2 and 5-30 P. M., for Mount Holly, Ewans-ville Femberton, and Vincentown. At 5 A. M. and 2 F. M. for Freehold.

At 5 and 16 A. M., and 12 M. 4, 5-30 and 7 P. M. for Fish house, Pelmyra, Riverton Progress. Delanco, Beverly, Edgewater, Eurington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Tienton.

LINES FROM KEN-INGTON DEPOT WILL LEAVE AS FOLLO 85:—

At 11 A. M., 4-30 6-45 P. M., and 2 P. M. (Night) via Kensington and Jersey City 1 xpress Lines, fare \$3-00. The 6-49 P. M. Line will run daily. All others Sundays excepted. excepted At 7:0 and 11 A. M., 3 3:30 4:30 5, and 6:45 P. M and At 740 and 11 A. M. 3 3'30 4'30 5, and 645 P. M and 5 minght, for Bristol, Trenton, etc.
At 7 and 10 15 A. M. 12 M. 3 4,5 and 6 P. M., for Cornwell's Terrisdale Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and at 10 15 A. M. or Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and Intermediale stations.
At 7'30 A. M. and 3'30 P. M. for Niagara Falls, Buffalo, Dunkirk Canadalyua, Elmira, Ithaca Owego, Roches er. Binghempton, Oswego, Syracuse Great Hend. Montrose Wilkesparre, Scranton, Stroudsburg, Water Gap, Leiviere, Easton, I ambertville, sieminaton, etc. The 3'30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethie hem etc.
At 5 F. M. for Lembertville and intermediate stations. May 1, 1866. WILLIAM H. GATZMER, Avent.

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At 750 A. M. (Fapress), for Bethlehem. Allentown Mauch hank, Razle on Willamsport, and Wilkes Mauch hank, Hasteron Willamsport, and Wilkesbarre.

A: 3:38 P M (Express. for Bethiehem, Faston, etc reaching Haston at 5:45 P, M.

At 5:18 P, M. for Bethiehem, Allentown Mauch Churk, Danville and Williamsport
For Doylestown at 8:35 A M., 2:30 and 4:15 P, M.

For Fort Washington at 10 A M. and 11 P, M.

For Lansdele at 6:15 P, M.

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6 15 P M.
Leave Doy estown at 6 40 A. M., 3 15 and 5 30 P. M.
Leave Landale at 6 00 A. M.
Leave Landale at 6 00 A. M.
Leave Fort Washington at 10 00 A. M., and 2 15 P. M.
ON SUNDAYS.
Philadelphia for Both chem at 9 A. M.
Philadelphia for Doylestown at 2 30 P. M.
Boylestown for Philadelphia at 2 30 P. M.
Bethlebem for Philadelphia at 4 30 P. M.
I brough Tickets must be procedured at the ticket omers,
THIRD Street of BNEKS Street.

221.

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), Commending THURSDAY, May 31 1866, LEAVE PHILADELPHIA AS FOLLOWS:—S.A. M. Mail, for Bridgeton, Salem, and all intermediate stations. diate stations
9 A. M. Mail for Cape May, stopping at Woodbury,
Giassboro', Vineland, and Miliville, and all stations
beow Miliville. Due 12:35 M.

below miliville. Due 12:35 M

3 1 M. accommodation, for Cape May stopping at Woodbury and Glassboro, and all stations below Glassboro. Due 8:5F. M.

3 30 P. M. Passenger, for Bridgeton, Sa em, and all intermediate stations.

6 P. M. Woodbury Accommodation.

EETUINING THAINS

Leave Cape May 6:30 and 11 A. M.

Bridgeton 7 A. M. and 3:35 P. M.

Salem 6:45 A. M. and 3:35 P. M.

Freight will be received at Second Covered Wharf below WALNUT Street, from 7 A. M. antil 5 P. M., That received at or before 9 A. M. will go through the same day 5 He oay
Freight Delivery, No. 228 S. DELAWAB\* Avenue.
5 H J. VAN RENSSALAER, Superintendent,

1866 - PHILADELPHIA AND ERUE RAIL, ern and Northwest Counties of Pennsylvania to the City of Frie on Lake Eric. It has been leased and is operated by the Pennsylvania Railroad Company. TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Eric Mail Train, 7 a. M.: Eric express Train, 1 P. M.
Leave Westward—Eric Mail, P. M.; Eric Express Train 12 M. ger cars run through on the Eric Mail and Ex Passenger cars run through on 'ne Eric Mail and Express trains both wars between Philiade chin and Eric NEW LORK CONNECTION.

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Philadelphia; J. W. Reynolds, zrie; William Brown,
Agent N. C. R. E., Baltimore.
H. P., HOUNTON, General Freight Agent. Phila.
H. W. GWINNER General Sup't, Williamsport.
3

RAILEOAD LINES

HILADELIBIA, WILMINGTON, AND BAL
TIMORE BAILBOAD.

'SEED BEING TABLE.

'SEED BEING MONLAY APPLIE 1866. Trains will
leave Lepot corner of BROAD Street and WASHINGI'N Avenue as follows:—
Express train at 415 A. M. (Mondays excepted), to
Beitimore and Washington stopping at Chester, Will
mington Newark, Pilton, Northeast, Perryvine, Navre
de Urace. Aberdeen, Perryman's. Magnoim, chase's
Stemmer's Buil
Way Mail Train at 815 A. M. (Sundays excepted), for
Beitimore, stopping at al regular stations between Philadelobis and Baitimor.;
Delaware Bailroad Train at f A. M. (Sundays excepted), for
Bailmore and Washington.
Express Train at 11-45 A. M. (Sundays excepted), for
Bailmore and Washington.
Express Train at 3 F M. (Sundays excepted), for
Bailmore and Washington.
Express Train at 3 F M. (Sundays excepted) for Bailmore and Washington.
Wilmirgton, Newark, Pikton, Northeast, Perryville,
Havie de Grace, a berdeen, Perryman's, Edgewood Magnolls, (base's and Stemmer's Ruo.

Night i xpriss at 11 F M. for Bailmore and Wash
ington.

Perspenses by Boat from Bailmore for Fortess Monroe Norick, City Point, and Bichmond, will take the
11-65 A. M. Irain.

Wilmington ACCOMMODATION TRAINS. roe Nortelk City Point, and all the A M train.

VILMINGTON ACCOMMODATION TRAINS.
Stopping at all stations between Philadelphia and V mington
Leave Philade phia at 9, 11 15 A. M., 430, 6 and 11 30
P. M. The 4 30 P. M. Itain connects with Delaware
Railroad or Harrington and informediate stations.
Leave Wilmington at 6 45 8 and 9 30 A. M., 4 and 6 39
P. M.

I rains for New Castle leave Philadelphia at 9 A. M., 

I cave Baltimore 7-25 A M., Wav.mail. 9-20 A. M., Express. I 10 P. M., Express. 6-35 P. N., Express. 8-25 P. M., Express. 8-25 P. M., Express. 8-25 P. M., Express. 8-25 P. M., Express. 8-26 P. M., Express. Rains FOR BALTIMORE

Leave Chesterat 4-40 and 8-51 A. M., and 3-28 P. M., I cave Wilmington at 5-23 and 8-33 A. M. and 4-15 P. M., Freight Trains with Passenger Cast atteend will cave as to lows:—Wilmington for Ferry ville and intermediate stations at 6-5 P. M., Baltimore for Havre-de-Grace and intermediate stations at 4-5 P. M., Perryville for Wilmington and intermediate stations at 5-66 . M. connecting at Wilmington with 8-A. M. train for Philadelphia.

Express Train at 415 A. M. train for Philadelphia.

Express Train at 415 A. M. for Baltimore and Washington stopping at thester, Wilmin. ton, Newark Elkton, Northeat Perryville Havre-de-Grace, Aberdeen, Petrimsn's Magno ia, Chase's and Stemmer's Ron.

Night Extress. If P. M. for Haitmore and Washington, coom modation Train at 1130 P. M. for Wilmington and Intermediate stations.

EAL-11MORE FOR PHILADELPHIA.

Leave I altimore at 825 P. M. stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphiland leave passengers from Washington or Baltimore) and (bester to leave passengers itom Baltimore or Washington.

Accomposation Train from Wi mington for Philadel phis and intermediate stations at 6 "0 P. M. 4 16 B F. KENNEY, Superintendent. LENNSYLVANIA CENTRAL RAILROAD. The Trains of the Pennsylvania Central Railroad icave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves From street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleven h and Market streets 45 minutes before the departure of the Evening Trains.

Trains.

Nann's Baggage Express will ca'l for and deliver Baggage at the Depor. Orders lef at the Office, No 631 Chesnut street, will receive attention.

TRAINS LEAVE | EPOT VIZ.:—
at 800 A. M. Mail Train

Mail Train

Daily Express.

Paoli Accommodation. No. 1.

Lancaster Accommodation. Mail Train

Lancaster Accommodation. Mail Train

Paoli Accommodation. Mail Train

Lancaster Accommodation. Mail Train

Lancaster Accommodation.

Paoli Accommodation. Mail Train

Paoli Accommodation. No. 2.

Paoli Accommodation. No. 3.

Paoli Accommodation. No. 3.

TRAINS ABRIVE AT DEPOT. VIX.:

Cincinnati Express:

Al 1240 A. M.

Philadelphia Express:

Al 1240 A. M.

Philadelphia Express:

Al 1240 A. M.

Philadelphia Express:

Lancaster Train.

Lancaster Monday "Running through from Philadelphia to Pittsburgh and Eric without change of cars. All other trains daily, The Pen. sylvania Rafiroad Company will not assume any risk for Baggage excepts for Wearing Apparel and limit their responsibility to One Hun red Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owners, unless taken by special contract.

contract

TICKET OFFICES

Are located at No. 621 Chennut street, Continental Hotel, and Girard House, where Tickets may be procured to all important points in Pennsylvania as well as the West, Northwest and Southwest; and all particulars given as to time and connections by JOHN C.

ALLEN, Ticket Agent.

Alto at Thirty-first and Market streets on application to

THOMAS H PARKE.

Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For An Emigrant Train runs daily (except Sunday). For full particulars as to fere and accommodations apply to FRANCIS FUNK.

3 12 No. 137 DOCK Street.

Leave Chesnut Hill 7-40 minutes A. M., 12 40 6-40, and 9-25 minutes F M.

FUR CONSHOHOUCKEN AND NORRISTOWN.
Leave Philadelphia 6-8-25 minutes, 11-95 A. M., 13-3-34-55, 63-8-85 minutes, 11-95 A. M., 13-3-64, 63-64

ON SUNDAYS.

Leave Philadeiphia 9 A. M., 2% 4, and 7% P. M.

Leave Manayum 7% A. M. 1%, 6 and 5% P. M.

W. S. WIL-ON, Geperal Superintendent,

Piepot NINTH and GREEN Streets.

() RANGE AND ALEXANDRIA BAILROAD. O and aner Monday February 12 two daily trains will run between Washington and Lenchburg, connecting at Gordensylle with Vireinla Central Railroad trains to and from Richmond as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6'45 A. M., and arrive at Lynchburg at 5'45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5'26 P. M.

EXPRESS TRAIN

Leave Washington daily including Sunday) at 6 65 P.

Leave Lynchburg at 6 00 A. M.

Leave Lynchburg at 6 30 r. M. and arrive at Washing ton at 6 10 A. M.

Leave Lynchburg at 6 30 r. M. and arrive at Washing ton at 6 10 A. M.

Leave Lybenburg at 8:30 F. M and arrive at Washing ton at 6:10 A. M.

Loth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class elections cars attached to the night trains. The road is attractive, not only for its comor able accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, Cat'ett's, Rappahannock, (ulpeper Orange and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points Nouth and Southwest may be had in Boston, New York, Philad lobis, and Baitimore, and at the offices of the road in Washington Alexandria.

W. H. McCaffkert, AND

Alexandria. W. H. McCaffretty, General Supe intendent.

In FIGHT LINES FOR NEW YORK AND I had the Stations on the Camben and Amboy and connecting Rairroads. INCEFASED DESPATCH.

TH: CAMBEN AND AMBOY RAILFOAD AND TEANSPORTATION COMPANY REIGHT LINES for New York will leave Walnut Street Whas at 6 o'clock P. M. daily Sundays excented).

Freight must be delivered before 4% o'clock, to be for waited the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton Princeton Kingston, New Brunswick, and a. | points on the 1 amden and Amboy Rail road; also, on the Bevidere Delaware and Flemington the New Jersey the Frechold and Jamesburg and the Eurlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Beividere Delaware Reitroad connects at Philipshurg with the Lehigh Valley Baircas, and at Manuakachunk with all points on the De'aware, Lackswenns, and Western Rail road, forwarding to syraquise, Buffa o, and other points it Western New York

The New Jersey Enliroad connects at Elizabeth with the New Jersey Enliroad connects at Elizabeth with the Narris and Essex Hallroad

A silp memorandum, piecitying the marks and numbers, shippers, and corsistness, must, in every instance, be sent with each load of goods, or no receipt will be given. or sent with each tout of the sent made for the transportation of live stock. Provers are invited to inthe route. When sock is runnished in quantifies of two carloads of more if will be delivered at the foot of For tich street near the Drove Yard, or at Pler No I North Eliver, as the shippers may designate at the time of shipment. For terms, or other information, apply to WAL'I ER FREENAN, Proight Agent.
111 No. 226 S. DELAWARE Avenue, Philadelphia

MUSICAL INSTRUMENTS.

SCHOMACKER PIANO FORTE STORE, No. 1162 CHESSUT STREET—We respectfully of our removal to our ries and the public generally of our removal to our new and gandsome Weisrooms, call the attention of our friends and the public generally of our removal to our new and nandsome Wererooms, GIBARD ROW, No. 1193 CHESAU Street, where we have constantly on hands large stock of our superior and highly finished Square and Grand Pianos.

Our instruments have been awarded the highest premiums at all the principal exhibitions ever held in this country with numerous testimena's from the first-class artis's in America and Furope.

They are now the leading Franos and are sold to all pairs of the world.

Fers no design to purchase a first-class Piano at greatly reduced rates should not tell to give us a cell.

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Just completed, a beauti us variety of ITALIAN MARBLE MONUMENTS. TOMES, AND GRAVE-STONES. Will be sold enemp for cash
Work sent to any part of the United Staces.

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Also, WGOL SACKS.
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First Street above Second between Market and Chesnut
54 BRIDESBURG MACHINE WORKS We are prepared to fill orders to any extent for our

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MACHINERY FOR COTTON AND WOOLLEN MILLS,
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PHILADELPHIA. 22
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SAIL DUCK AND CANVAS,
Of all numbers and brands.
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Paper Manufacturers' Drier Felts, from one to seven
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JOHN W. EVERMAN & Co.,
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SHIPPING.

FOR SAVANNAH, GA PHILADELPHIA AND SOUTHERN MAIL STEAM-SHIP COMPANY.

The Eteamship "PIONEER." WILLIAM B. GALLAGHER, COMMANDER. Will commence receiving treight for the above port, at R. Ck Street Whart, on THURSDAY, May 31 and

Saturday, June 2, at 10 o'clock A M. And regularly thereaster on alternate Saturdays. 

No 429 South DELAWARE avenue.

For freight or passage apply to
WILLIAM C. HARRIS.

Freigh and Passenger Agent.

5 25 tf No. 28 North DELAWARE Avenue.
The steamship TON-WANDA will follow the
PIONEER, and sail on Saturday June 9 as above, thus
making a regular weekly line for Savannah Ga.

Freight received at Race street wharf for TONAWANDA, on Monday June 4, and no to day of sailing.

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"ANCHOR LINE OF STEAMERS,"

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Stesm to
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1 HE PAID CER 151 ATES
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LOWER RATES THAN ANY OTHER LINE, I.OWFR RATES THAN ANY OTHER LINE,
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For freight, which wil be taken upon accommodating
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3 16 No. 1828 DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS .\_ THE TO SHIP CAPTAINS AND OWNERS.—THE undersigned having eased the KENSINGTON SCREW DOCK, begs to inform his friends that the patrons of the Dock that he is repared with increased facilities to secommodate those having vesses to be raised or repaired and being a practical ship-curpenter and caulker, will give personal sitention to the vessels entrasted to his for repairs.

Captains or Agents Ship Carpeniers, and Machinists having vessels to repair are solicited to call.

Having the agency for the sale of Wetterstedt's Fatent Betalite Composition" of topper Paint for the preservation of vessels ho toms for tills city, I am prepared to furnish the same on favorable forms.

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