#### CITY INTELLIGENCE For Additional City Intelligence see Fift a age.

GUARDIANS OF THE POOR .- A stated meeting of the Guardians of the Poor took clace yesterday afternoon, President Erety in the chair. The House Agent reported the following census of the house for the week ending Satur 

Discharged - " Indentured " Number granted lodgings during same time....

port cases at \$704.40, The Steward reported the house receipts at

The Storekeeper reported having received seventy-tour pounds of force ted butter.

A number of communications were received from physicians in reference to the variances occurring in the med cal department of the Almshouse, which were ordered to be filed.

A number of bids for the furnishing of coal and wood to the house and out-door poor were read, and awards made to the lowest bidders, each of whom was required to enter security in

the sam of \$1000 for each district. A communication was received from the Committee on Science and Aris of the Franklin Institute relative to a system of protection against lightning for the Blockley Almshouse. The Committee, after referring to the various buildings, their locations, construction, and

uses, state that :-"The elements of efficient protection against lightabove the highest points of buildings to be partected, and close enough together to leave no portected, and close enough together to leave no portion unguarded terminated above with sharp and durable metalic points to exercise their inductive action upon the couds, and connected below with a sufficient surrect of sufficient surface of water, or constantly most ground to insure easy electroni discharges. These echnicates should all be connected together and have arre-masses of metal in the building or its immediate vicinity, connected with them by we allie

immediate vicinity, connected with them by metalife communication

"To apply these principles to the buildings, we recommend that rods of one and a half men round from be erected on the chimneys of each front, upon that side of the chimney which is towards the combing of the roi; that these rods be raised at least fifteen feet above the tops of the chimneys, and if necessary, properly staved by iron rois from the root. Experience has shown that a sufficient confinctor is causable of properties a circulated below. ductor is capable of protecting a circle below it whose reduces from two and a half to three times the height of the point of the conductor above the pain to be protected The channes on the centre building of the almshouse are from six to seven feet above the root, and about twenty apart; on the otier buildings they are four and a halt feet in he ght and fity feet apart, and from which it will be seen that roos raised aftern feet above the fops of the chimness will cover with their protective influence the whole area of the root.

ever the whole area of the root.

At the ever or the root all these rods upon each building should be connected together by an iron root or the same diameter, and the rod should, by soldering, be put into metallic connection with each me allie roof over which it basses. At a convenient place on each building an iron rod of the same diameter should be connected with this and continued. pl co on each but ding an iron rod of the same diameter should be connected with this and continued downwards to the ground, and then put into metallic connection with the pipes of the heating apparatus which surround the interior court. (Perhaps it would be better to have two such connecting rods for each building, one at each end.) The metallic pipes which are used to conquet the rain water from the coff to the ground should also be put into metallic communication with the iron pipes of the neating apparatus.

As an additional security it would be expedient "As an additional security it would be expedient to connect the rods with the water and gas pipes of the house, the connection to be made by soldering. At the upper ends the lightning rods erected upon the chimneys should be terminated by a brush or collar of points surrounding a central one; the points of the colour should be turned outwards at an angle of about forty five degrees, or, whi would be better. of about forty five degrees, or, what would be better. the collar should be made with double the usual number of points (say twenty), and every alternate one being turned out, so as o oe horizontal, the intermediate ones being bent outwards at an angle of

te of wrought-iron, and carefully and heavily gild d, so as to withstand all atmospheric influences, the length of the point being about six times the dia-meter of the rod, or about nine inches.

"It there be any difficulty found in having the iron

permanently gilded, the points should be made of copper, of the same dimensions, and thoroughly gilded. The points ought to be from time to time examined, to see that they have retained their sharpness and that the gilding is intact.

"With a system of rods thus provided, the work believe well done the committee to be a seen as the committee of the committee of

being well done, the committee believe that the building will be entirely out of danger of any namage from lightning.

"John F. Frazer,
"John C. Cres. On,
"Fairman Rogers.
"Sub-Committee."

The report was referred to the Committee on Out-Wards, with power to act.

The Steward's requisitions were read and approved, and the Board adjourned.

THE PHILADELPHIA GAS WORKS,-The Committee appointed by Common Council, of which Mr. Evans is Chairman, to investigate into the management of the Philadelphia Gas Works, met last evening in the chamber of Common Council.

Mr. Manuel, the Chief Engineer of the Gas

Works, was present, and stated that the Board of Trustees had received a communication from this Committee, and the Board had appointed a Committee that would conter with this Com-mittee. He (Mr. Manuel) would answer any questions that were propounded through the Committee of the Board, as they were the offi-cers of the city. He considered himself a pri-vate officer, and under the direction of the

Mr. Evans, the Chairman, said the Commit-tee should determine where the investigation was to commence. He thought the Committee should not go back further than 1864. He was determined to make a thorough examination into the affairs of the Gas Works, and to do this he would put any questions to the Trustees that might be sent to him by respectable persons outside.

A resolution was adopted by the Committee requesting the reporters not to publish any of the testimony given before the Committee until the investigation is completed.

STEAMBOAT LAUNCH. - A large and commodious steam ferry boat, built for the Ken-sington and New Jersey Ferry Company, was launched on Saturday from the yard of Messrs. Cramp & Son. The boat is to be run from the foot of Shackamaxon street to Cooper's Point, and return, and it will supply a want long felt by the residents of the upper portion of the city. It is designed to establish a market for fruit, vegetables, and fish, at the foot of Shackamaxon street, and the new ferry will greatly facilitate the New Jersey furmers in the upper part of Can den county in bringing their produce to Philad lphia in the proposed extension of the Girard Avenue railway (forming as it now does a branch of the rourth and Eighth Streets Railway) to the foot of Shackamaxon street, the residents on both sides of the river will be

LIB'RAL BEQUESTS .- The will of Hannah Sar som was admitted to probate yesterday. It commans the tollowing liberal bequests:—To the Treasurer of the Yearly Mesting of the Religious Society of Friends, on Arch street, between Third and Fourth streets, \$10,000; to monthly the command of the property of the instruction of meeting of same Society for the instruction of people of color in Philadelphia, \$4000; to the Tract Association of Friends, \$2000; to the Bible As ociation of Friends, \$2000; to the Bible As ociation of Friends in America, \$3000; to the Association for Colored Orphans, \$1000; to the Friends' Asylum for the Insane, near Frankford, \$3000; tor the use of Library of Friends' of Philadelphia, \$500; to the Female Society of Philadelphia for Relief and Employment of the Poor, \$200; to Southern Society for Supplying the \$200; to Southern Society for Supplying the Poor with Soup, \$200.

PREPARING FOR THE MILITARY DEMON-STRATION ON THE FOURTH OF JULY. - A large and spirited meeting of the Artiflery Brigade was held last evening at No. 457 N. Third street. In the absence of the President, Colonel Obertender, Lieutenant Anderson was appointed chairman. The report of the military committee was then

A lengthy debate in relation to the firing of the national salute on the 4th of July foliowe; after which the report was adopted.

Colonel Brady moved that a committee be ap-

colonel Brady moved that a committee of appropriate to raise funds for the purpose of providing the necessary equipments for the members of the brigade. Agree I to.

The Military Committee presented a constitution, which was read and adopted.

A letter from Adjutant-General Russell to the secretary, Lieutenant Runkel, giving the names and residences of the last commanding officers of the different independent batteries, was read. It was acreed to send to the latter an invitation It was agreed to send to the latter an invitation to participate with the brigade in the coming flag celebration.

The committee appointed to confer with the State and city committees resorted that they thought that horses and necessary equipments could be furnished.

The following named gentlemen were appointed on the financial committee to collect funds for defraying expenses of equipping the men of this brigade:—Lieutenant T. B. Nelson, Lieutenant Marion Litzenberg, Lieutenan Samuel Clark, Lieutenant-Cotonel James Brad Brevet Major J. A. Blake, Lieutenant F. W. Grugar, L'eutenant C. F. Eccleston, Lieutenant-Colonel Oberteuffer, Sergeant R. T. Arnold, Robert McCaulley, Major David Saddier, Captain Charles N. Cadwallader, Captain J. W. San-

derson.

After transacting some unimportant business, the brigade adjourned to meet on next Monday evening, at the city arsenal, Broad and Race streets, for drill and such other preparation as may be deemed necessary.

A meeting of the 118 h Regiment P. V. (Corn Exchange) was held last evening at the Hall of the Dil gent Fire Company. The attendance was very large, and considerable enthusiasm was manifested. General Charles P. Herring, a gallant officer of this regiment, who lost his leg gallant officer of this regiment, who lost his leg at Hatcher's Run, Va., was called to the "chair. It was unanimously agreed to participate in the ceremonies on the Fourth of July, and a committee of eleven was appointed to make arrange ments. The meeting adjourned, subject to the call of the committee. It was announced that General James Gwin would be in the city on the Fourth of July and take command of the regiment. The 118th bad the honor of returning from the field with two general officers on its rolls, besides brevets conferred on other officers too numerous to mention.

CASUALTIES.—James Gallagher, eight years of age, residing at No. 117 Beach street, had his arm fractured by being caught in the machinery of a screw factory, at Twenty-first and Arch streets.

Thomas Mowney, aged fifty-five years, residing in Palm street, above Brown, had one of his feet badly bruised by a box of sugar falling upon it while he was engaged in unloading a

The above cases were admitted into the Penn-John Mailey, 45 years old, who was shot in the shoulder, at his residence, in Bedford street, by what was reported to be at the time the accidental discharge of a gun, died at the hospital yesterday. The individual in whose hands the gun was, was arrested soon after the occurrence, and committed to await the result of Mailey's injuries. He is still in prison, notwithstanding the shooting was said to have been accidental, though some doubt was thrown upon that by Mailey himself.

Edward Weisberger, who was injured on Saturday night last, by being struck with the tongue of a hose carriage, during the fire at Fourth and Chesnut streets, died at his residence, on Wood street, above Third, yesterday morning. The deceased was a member of the United Street Fire France Comments.

United States Steam Fire Engine Company.

Charles G. Higby, sixteen years old, who resided at No. 1019 Otis street, was drowned in the Delaware, at the foot of Otis street, yesterday. He was making a boat fast, and threw overboard a rope, in the coil of which his leg becoming en-tangled, he was dragged into the river and sunk before assistance reached him. The body was recovered in fifteen minutes, and removed to his termediate ones being bent outwards at an angle of lorty-five decrees.

"The commodities recommend that the points should be of wrong by the new correction and correctly and beauty wild rendered.

A woman named Ann Mills, reciding in Crease street, below Girard avenue, Eighteenth Ward, while intoxicated fell through a window of her residence vesterday afternoon, and received severe injuries about the head and arms. She was removed to St. Joseph's Hospital.

## AMUSEMENTS.

RISLEY'S CONTINENTAL NEWS
EXCHANGE.
Choice Seats to all places of Amusement may be had
up to 6% o'clock any evening.

TINION NATIONAL

## GIFT CONCERT!

TO BE GIVEN AT SMITH & NIXON'S HALL, CHICAGO, ILLINOIS, JULY 5, 1866. 100,000 Gifts, Valued at \$990,000!

Number of Tickets, 1,000000! AT ONE DOLLAR EACH!

\$140,000 in Greenbacks! TITLE TO REAL ESTATE PERFECT, AND

WARRANTY DEEDS GIVEN. 1 Girt in Real Estate (several parce's) in and 1 Gin in Real Estate in Juneau county, Wisconsin. 2,200

50 Gitts in Real Estate, 50 Lots in Brand's Addition to thicago, each \$1'00. 50,000

50 Gitts in elegant Flanos, each \$800. 40,000

8292,200 

GOOD AND RELIABLE AGENTS wanted in every

SPECIAL TERMS TO CLUBS FOR FIVE OR MORE TICKETS. We will send—
5 Tickets, 1 address. \$ 4.50 40 Fickets 1 address, \$35.00 10 do do ... 0.00 56 do do ... 43.00 20 do do ... 25.00 do do ... 25.00 30 do do ... 26.25 Send stamp for postage.

In every case send the name of even ticket holder, with full address as to Post Office, county and State. Money may be sent at our risk by Express, Dran, Post Office Order, or Registered Tester.

BRYAN, ROSBROOK & CO., No. 100 MADISON Street, Chicago. (P. O. Drawer 5927.)

EASTWICK PARK. SUMMER SEASON.

BOATING AND FISHING.

WILL OPEN ON THURSDAY, June 14. Subscriptions received at No. 408 WALNUT Street.

#### AMUSEMENTS.

N. E. corner NINTH and WALNUF Streets
Begins quarier to S.
THIS (Tuesday) EVENING, June 12,
Last Night But Seven OF
MR. EDWIN BOOTH,
who will appear for the 26th time in Shakespeare's

Wednesday, BRUTUS; or, The Fall of Tarquin.
ELWIN BOOTH as BRUTUS
Thursday, FDWIN BOOTH as RICHELIEU,
Fiday, OTH: LLO.
ELWIN BOOTH as the MOOR.
Satu day THE AFOSTATE.
EDWIN BOOTH as PESCARA
Lex Book now open for any L vening down to the 20th
nst.

The renowned spectacle of the NAIAD QUEEN has been prepared on a scale of magnitude. MRS. JOHN DREW'S NEW ARCH STREET

Seats secured six days in advance.

N EW AMERICAN THEATRE—
WAINUT Street, above Eighth.
LAST WELK OF THE RENOWNED
HANLON BROTHERS.
Mad'lle ZANFRETTA, the great Tight Rope Arise, and the celebrated SIEGRIST FAMILY, who will per form their wonderful feature every eventure.
BRILLIANT BALLET TROUGE.
Popular Drama and Laughable Faice.
Matince every Saturday Afternoon.
611

GYMNASIUM FOR LADIES, GENTLEMEN, AND CHILDREN, N. E. CORNEB OF NINTH AND ARCH STREET OPEN LVERY DAY AND EVENING, ALL SUMMER.

Fodi'y exercise inparts health and strength, the best preventive against sickness of the coming summer 5 24 3m Processors HILLEBRAND & LEWIS. THE PIANOS WHICH WE MANU

#### SADDLES AND HARNESS.

ship, durability, and reasonable prices combined with a tuil guarantee. For sale only at No. 1017 WALNU

UNION PIANO MANUFACTURING CO.

THE OLDEST AND LARGEST SADDLE AND HARNESS MANUVACTURING ESTABLISHMENT IN THE COUNTRY.

#### LACEY, MEEKER & CO., No. 1216 CHESNUT STREET.

OFFER OF THEIR OWN MANUFACTURE: BUCGY HARNE'S, from ...... \$22-50 to \$150 LIGHT BAROUCHE do ...... 50 00 to 350 STAGE AND TEAM do ...... 30 00 to 50 LADIES' SADDLE, do..... 12:00 to 150 do..... 8 00 to 75 GENTS do Bridles, Mountings, Bits, Rosetts, Horse Covers Brushes, Combs, Foaps, Blacking. Ladles' and Gents Trave | Ung and Tourist Bags and Sacks, Lunch Baskets

No. 1216 CHESNUT ST. FINE HARNESS AND SADDLERY.

Dress us and Shirt Cases, Trunks and Vallees.

MARKET STREET. 720 Large saletoom contains a full stock of good ser viceable SINGLE AND DOUBLE HARNESS, best Leather and workmanship, for city trade, at moderate,

prices, and made to order at short notice. E. P. MOYER & BROS., No. 720 MARKET Street.

N. B .- Superior SOLE LEATHER TRUNKS, for Et ropean travel. Also, Ladles' French Dress Trunks.

## HARNESS.

A LARGE LOT OF NEW U. S. WAGON HAR-NESS, 2, 4, and 6 horse. Also, parts of HAR-NESS, SADDLES, COLLARS, HALTERS, etc. bought at the recent Government sales-to-be sold at a great sacrifice Wholesale or Retail. Together with our usual assortment of

SADDLERY AND SADDLERY HARD WARF.

WILLIAM S. HANSELL & SONS. No. 114 MARKET Street.

LIQUORS.

## CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It snything was wanted to prove the absolute purity of this Whisky, the following certificates should do it there is no acoholic silmulant known commanding such etch. n. choation 1 om such high sources:

PHILADELPHIA, September 3, 1858

We have carefully tested the sample of CHENUL GROVE WHISKY which you send us, and find that it contains none of the Poisonous substance known a stril oil, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC,

Analytical Chemists

NEW YORK, September 3, 1858

1 have analyzed a sample of CHESNUT GROVE
V HISKY received from Mr Charles Wharton, Jr., of thisacelphia; and having carefully tested it, I amples sed to state that it is entirely FEER FROM FOISONOU OR DELETERISTS substances It is an unusually pur and fine-fiavored quality of whisky.

JAMES R CHILTON, M. D.,

Analytical Chemis\*

Boston, March 7 1839 I have made a chemical analysis of commercial sam ples of CHERNUT GEOVE WHISKY, which provests the free from the heavy Fusil Olis, and perfectly pure an unadulerated. The fine flavor of this whisky is derive tom the grain used in manufacturing it. Hespectrally. A. A. Haves, M. D. State Assayer, No. 16 Boyiston street

For rate by carrel, demitonn, or bettle at No. 226 Nort

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS.

Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. HOBACE A. NATHANS, OBLANDO D NATHANS.

# LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY.

AND COUNTY OF PHH ADELPHIA.

Estate of 'HARLES PENEVEYRE, deceased.

The Auditor appointed by the Coort to audit, settle, and adjust the account of LEWIS H, REDNER, Acting Executor of the estate of CHARLES PENEVEYRE, deceased, and to report distribution of the belance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on WEDNESDAY, June 18th, 1866, at 4 o'cinc's P. M. at -the Office of LEWIS H. REDNER, Esq., No. 152 S. FOUR H Street. In the city o Philadelphia.

62 stathbut

PARASOLS AT \$1.25, \$1.50, \$1.75, AND \$2. 5 lik Sun Umbrellas, \$1.40, \$1.50, \$1.75, H. DIXON, \$1.80/m No. 21 S. EIGHTH Street.

RAILROAD LINES TIMORE RAILROAD.

TIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY April 16 1866 Trains will leave Depot corner of BROAD Street and WASHING.

17 N Avenue as follows:

Express Train at 415 A. M. (Mondays excepted), to Baltimore and Washington stopoing at Chester. Will miretim. Neverth 1 kton. Northeast, Ferrywise, Warre de Grace. Aberdeen, Ferryman's, Magnolia, Chase's Stemper's Run

Way Wall Train at 815 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philosophia and fastimore.

Delaware Eastroad Train at 8 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philosophia and fastimore.

Delaware Eastroad Train at 8 A. M. (Sundays excepted), for Princess Anne. Yillford, and intermediate stations.

Farress Train at 11:45 A. M. (Sundays excepted) for Baitimore and Washington.

Express Train at 2 P M. (Sundays excepted) for Baitimore and Washington stopping at hester. Use whost Wimit gion, Newsra, Fikton, Northeast. Perryville Havie de Grace. Aberdeen, Perryman's, Edgewood Magholia, thase's and Stemmer a Bun.

Fight Lxpress at 11 P M. for Baltimore and Washington. ion. I assencers by Boat from Ba'timore for For ress Mon-e Nortolk, City Point, and Richmond, will take the l assencers by Boat from Ba'timore for For ress Monroe Mortolk, City Point, and Richmond, will take the
ll 45 A I rain.

V ILMINGTON ACCOMMODATION TRAINS,
Stopping at all stations between Philadelphia and Wimidgton.

Leave Philadelphia at 9, 11 15 A. M., 430, 6, and 11 30

P. M. The 4'30 P. M. train connects with Delaware
Railrond for Harrington and informediate stations,
leave Wilmington at 645, 8, and 9'30 A. M., 4 and 6'20

P. M.

Trains for New Castle leave Philadelphia, at 9, 4, M.

P. M.
Trains for New Castle leave Philadelphia at 9 A. M.
4 50 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at II A. M. 4 35 and 10 P. M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 148, 346, 30 14 and 11 40 A. M., 4 43
5. 11,7 46 and 10 38 P. M.
FROM BALTIMORE TO PHILADELPHIA.
1 cave Baltimore 7 25 A. M., Wav-mail 9 20 A. M.,
Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 2)
P. M., Express. 8 25

l cave Baltimore 7.25 A. M., Wav-mail 9.20 A. M., Express. 140 P. M., Express. 6.25 P. M., Express. 8.2. P. M., Express. 8.2. RAINS FOR BALTIMORE

Leave Chesterat 440 and 8.52 A. M., and 3.38 P. M. Leave Wilmington at 5.23 and 9.33 A. M. and 4.15 P. M. Freight Trains with Passenger Cars attached will cave as follows:—Wilmington for Perraville and intermediate stations at 6.65 P. M. Baltimore for Havre-de Graco and intermediate stations at 4.45 P. M. Perryville for Wilmington and in ermediate stations at 5.00 A. M. con Beeting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY 7 BAINS.

phia.

SUNDAY TRAINS.

Express Train at 4-15 A. M. for Baltimore and Washington stopping at 6 bester, Wilminston, Newark, Elkton, Nor heart Perryville Havre-de-Grace, Aberdeen, Perrymen's Magno ia, Chase's and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington, Accommodation Train at 11-30 P. M. for Wilmington and by a preparation and the stations.

red intermediate station.

BALTIMORE FOR PHILADELPHIA.

Leave I altimore at 825 P. M. stopping at Havre-de
""e. Pertyville, and Wilmington. Also stops at Elikton and Newark (to take passengers for Phi adelpina and
leave passengers from Washington or Baltimore) and
Clester to leave passengers from Baltimore or Washington. Accommodation Train from Wi mington for Philadel phila and intermediate stations at 6.70 P. M. 416 H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER ARRANGEMENT.
The Trains of the Pensylvania Central Railroad leave 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 Front street about 30 minutes prior to the departure of each Train.
On Sundayz—Cars leave Eleven h and Market streets 45 minutes before the departure of the ivening Trains.
Mann's Baggage Fapress will ca'l for and deliver Bagsage at the Depot. Orders left at the Office, No 631 ( hearnt street, will receive attention.
TRAINS LEAVE DEPOT. VIZ.:—
Mail Train.—
At 800 A. M.

contract.

TICKET OFFICES

Are located at No. 621 Chesnut street, Continental Fote), and Girard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West, Northwest and Southwest; and full particulars given by JOHN (ALLEN, Ticket Agent, Alro at Thirty-first and Market streets, on application to

Ticket Agent at the Depot, An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations apply to No. 137 DOCK Street

THANCIS FUNK.

No. 137 DOCK Street.

PHILADELPHIA, GERMANTOWN, AND NOERISTOWN RAILROAD.
On and atter WEDNESDAY, May 16, 1868, FOR GERMANTOWN.

Leave Ball adelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 33, 4, 5, 53, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantewn 6, 7, 78, 8, 8, 90, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 43, 6 6 16, 7, 8, 9, 10, 11 P. M.
The 82 down train, and 3% and 5% up trains will no stop on the Germantown Brench.
ON SUN DAYS.

Leave Philadelphia 9, 10, A. M., 2, 3, 8, 10% P. M.
Leave Germantown Brench.
ON SUN DAYS.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11 60 A. M.
1 160 3 40 5 40, 6 40, 8 40, and 16 40 minutes P. M.
ON SUN DAYS.

Leave Philadelphia 9, 10 minutes, 8, 940, 11 60 A. M.
1 160 3 40, 5 40, 6 40, 8 40, and 16 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11 60 A. M.
1 160 3 40, 5 40, 6 40, 8 40, and 16 40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11 60 A. M.
1 160 3 40, 5 40, 6 40, 8 40, and 16 40 minutes A. M., 2, 5, and 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 05 A. M., 1 18, 3, 45, 55, 56, 56, 56, 50 minutes, and 11 3 P. M.
1 cave Korristown 5%, 7, 7 50, 9, 11 A.; M., 154, 4%, 64, and 8 P. M.
Leave Philadelphia 9, A. M., 24, 4 and 78 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 95 A. M., 18, 3, 12, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 18, 3, 18, 56, 56, 8 45, 8 and 11

ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, 4, and 18 P. M.

Leave Manayunk 78 A. M., 18, 5, and 98 P. M.

W. S. WIL-ON, General Suberintender t,

Depot NINTH and GREEN Streets

HEIGHT LINES FOR NEW YORK AND
is the stations on the CAMDEN and AMBOY and
connecting Ral roads. INCLEASED DESPATCH.
THE CAMDEN AND AMBOY BALL GOAD AND
TRANSFOR ATION COMPANY "REIGHT LINES
for New 1 ork will leave WALNUT Street what at 6
o'clock P M. daily Sundays excepted).
Freight must be delivered before 4% o'clock, to be for
waided the same day.
Refugning, the above lines will leave New York at 12 Freight must be delivered before 4% o'clock, to be for waided the same day.

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

Freight for Trenton Princeton, Kingston, New Brunswick, and all points on the Camden and Ambov Rail road; also, on the Bevidere Delaware and Fiemington, the New Jersey the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Refiroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracese, Buffa o, and other roints in Western New York

The New Jersey Estiroad connects at Elizabeth with the Morals and Essex Railroad, and at Newark with the Morals and Essex Railroad.

A stip memorandum, specifying the marks and numbers, shippers, and construes, must, in every matance be sent with each load of goods, or no receipt will be given.

N. B.—Increased tacilities have been made for the given.

N. B.—Increased tacilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or mere, it will be delivered at the foot of For tie h street near the Drove Yard, or at Pier No 1. North River, as the shippers may design te at the time offshipment.

North River, as the offshipment, or other information, apply to For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 22c S. DELAWARE Avenue, Philadelphia ORANGE AND ALEXANDRIA RAILROAD. RANGE AND ALEXANDRIA RAILROAD.

On and after MONDAY, February 12, two daily trains will run between Washington and Lynchurg, connecting at Gordonsyl le with Virginia Central Railroad trains to and from Richmond. as follows:

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.45 A. M., and arrive at Lynchburg at 5-45 P. M.

Leave Washington daily (bunday excepted), at 6.45 A. M. and arrive at Lynchburg at 6.05 P. M.

Leave Washington daily (including Sunday) at 6.05 P. M. and arrive at Lynchburg at 6.00 A. M.

Leave Washington daily (including Sunday) at 6.05 P. M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.00 P. M. and arrive at Washing ton at 6.10 A. M.

Expression and arrive at Lynchburg at 6.00 P. M. and arrive at Washing ton at 6.10 A. M.

Even Lynchburg at 6.00 P. M. and arrive at Washing ton to 70 P. M. and arrive at Washington to 70 P. M. and arrive at Washington to 70 P. M. and arrive at Washington to 10 P. M. and arrive at Washington at 6.00 P. M. and arrive at Washington at Gordonsvile. places of imperianable interest in computer mind
Through tickels to all points South and Southwest may be had in Boston, New York Philad lobis, and may be had in Boston, New York Philad lobis, and may be had in Boston, New York Philad lobis, and may be had in Boston, New York Philad lobis, and may be had in Boston, New York Philad lobis, and Baltimore, and at the offices of the road in Washington Baltimore, and at the offices of the road in Washington W. H. McCAFFERTY.

General Supe intendent

# RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE,
ROM PRILADELPHA TO THE INTERIOR OF
FENNSYLVANIA, THE SCRUYLRILL, SURQUES
BANNA, UMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS
SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTH and
CAJI OWHILL Streets, Friladciphia, at the following
bours:-

Leaving the Combany's Depot, at THIRTEENTH and CAII OWHILL Streets, Fhiladelphia, at the following bours:

MORNIN: ACCOMMODATION.

At 7:30 A. M. for Reacins, Lebanon, Harrisburg Potts, Ville, I increve Tamaqua, Subbury. Villemsport, I libita, Rechesser, Nia, ara Fale, Buffale A lentown, Villemsbarre, Fittsson, York, Carlisle, Chainbersburg, Legerstown ste etc.

This train connects at READING with East Pennsylvenia Ealiread trains for Allentown, etc., and the Leban by Alley train for Harrisburg etc., at FORI CLINTON with Caisawissa Relired trains for Williamsbort, Lock Haven, Fimira, etc., at HARRIS-UEG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Willamsport, Vork Chambersburg, Sinegrove, etc.

Leaves Philadelphia at 2:30 P M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Celumbia Rai road trains for Columbia, etc.

READING ACCOMMODATION,

Leaves Reading at 6:60 A M., stooping at all way stations, a riving at Philadelphia at 5:50 P, M.; arrives in Reading at 7:50 P, M.

Trains for Fhiladelphia leave Harrisburg at 8:10 A M. and Pottsville at 8:45 A. M. arriving in Philadelphia at 1:40 P, M., Afternoon trains leave Harrisburg at 2:10 P, M., Pottsville at 2:45 P, M., arriving in Philadelphia at 6:40 P, M.

Leaves Reading at 7:50 A M. and Harris urg at 4:10 P, M., Pottsville at 2:45 P, M., arriving in Philadelphia at 6:40 P, M.

Market train, with passenger car attached, leaves Thiladelphia at 1:2:40 pc. on for Reading and all way stations. Leaves Reading at 7:30 A M. and Downingtowa at 1:2:30 P, M., for Philadelphia and all way stations of the seeding at 1:3:40 P, M., arriving in Philadelphia at 6:40 P, M.

Market train, with passenger car attached, leaves Thiladelphia at 1:2:40 pc. on for Reading and all way stations. Leaves Reading at 7:30 A M. and Downingtowa at 1:3:40 P, M., and 5:5 P, M.

CHES ER V & LLEY RAILROAD.

Passenger for Downingtown and intermediate points take the 7:30 and 8:15 A. M. and 5:6 P M. trains from Philadelphia a

take the 736 and 8-15 A. M. and 5 0 P M. trains from Phi adelphia, returning from Downingtown at 5 35 A. M. and 1230 noon.

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8-90 P. M., bassing Reading at 1-65 and 11-35 A. M. and 1-48 P. M., and connecting at Harrisburg with Pennsy vania and Northern Central Railroad express trains for Pittsburg, Chloago. Will lamsjort, Fimira, Faitimore, etc.

Returning, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 9-75 A. M., and 11-30 P. M., passing Reading at 4-49 and 10-52 A. M., and 11-30 P. M., and arriving in New York at 10 A. M. and 2-45 P. M. Pleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2-10 P. M. Mail train for Harrisburg heave Sew York at 12 M. SCHUYLKILL VALLEY RAILROAD

Trains leave Poitsville at 7 and 11-30 A. M., and 7-15 P. M. returning from "amagua at 7-35 A. M. and 140 and 4-15 P. M. for Pinegrove and Harrisburg at 3-20 P. M., and from Tramsleave Auburn at 7-50 A. M. for Pinegrove and Barrisburg, and 1-50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tramsleave Auburn at 7-50 A. M. for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tramsleave Auburn at 7-50 A. M. for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tramsleave Auburn at 7-50 A. M. Schuylkill, A. M. and 5-25 P. M.

Through first-class liekets and emigrant tickets to all the principal points in the North and West and Canada. 7 he following tickets are obtainable only at the office of 8. BEADFOED, Treasurer. No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent. Feaching:—

COMMULATION TICKETS.

At 25 per cent. discount, between any points desired for lamilies and firms.

MILEAGE TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

For three, six, pine. or twelve months, for holders only, to all points, at reduced rates

CLERGYMEN

Residing on the line of the road will be furnished caros entitling themselves and wives to tickets at hall fare.

Ext URSION TICKETS

From Philadelphia to principal stations good for Sa tudday, Sunday, and Monday at reduced five to be had only at the licket office, at THILTEENTH and CALLOWHILL Streets.

FREIGHT.

cn v at the likket office. at THILTEENTH 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.

Leave Philadel phia daily at 5 30 A. M., 12 45 noon, and 6 P. M. for Reading, Lebenon, Barrisburg, 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 315 P. M.

ORTH PENNSYLVANIA RAILROAD.—

Depot, THIRD Street above Thompson.

For BETHLEHEM. DOYLI STOWN. MAUCE

Depot, THIRD Street above Thompson.

For BETHLEHEM DOYLISTOWN, MAUGE
CHUNK, EASTON WILLIAMSPORT, and WILKESS
BARRE.

At 730 A. M. (Express), for Bethlehem. Allentown
Mauch Chank, Hazle.on. Willamsport, and Wilkes barre,
At 2:36 P. M. (Express), for Beth chem, Easton, etc-reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauci Chunk,

WEST JERSEY RAILROAD LINES, FROM VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing THURSDAY, May 31 1865.
LEAVE PHILADE, PHIA AS FOLLOWS;—8 A.M. Mail for Bridgeton, Salem, and all intermediate stations.
9 A. M. Mail for Cape May, stopping at Woodbury, Glassboro', Vineland, and Millville, and all stations below Milville, Due 12:35 M.
3 1. M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro. Due 8:15 P. M.
3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M. Woodbary Accommodation.
RETURNING TRAINS
Leave Cape May 6:30 and 11 A.M.

"Bridgeton 7 A. M. and 3:30 P. M.
Salem 6:45 A.M. and 3:35 P. M.
Freight will be received at Second Covered Wharl below WALNUT Street, from 7 A.M. until 5 P. M. ibat received at or before 9 A. M. will go through the same day
Freight Delivery, No. 228 S. DELAWAR Avenue.

eme day Freight Delivery. No. 228 S. DELAWAR Avenue. 5 51 J. VAN RENSSALAER, Superintendent. Treight Delivery. No. 228 S. DELA WAR. Avenue. 531

J. VAN RENSSALAER, Superintendent.

1866 PHILADELPHIA AND ERIE RAIL
ern and Northwest Counties of Pennsylvania to the
city of Frie on Lake Eric. It has been leased and is
operated by the Bennsylvania Railroad Company.

11 ME OF PASSENICEE TRAINS AT PHILADELPHIA.
Arrive Easiward—Eric Mail. Train, I.a. M.; Eric Express
Train, I.P. M.
Leave Westward—Eric Mail. P. M.; Eric Express
Train I.P. M.
Leave Westward—Eric Mail. P. M.; Eric Express
Train I.P. M.
Passenger cars run through on the Eric Mail and Express trains both ways between Philade phia and Eric
NEW YORK CONNECTUD.

Leave New York at 9.A. M. arrive at Eric 9.30 A. M.
Leave New York at 9.A. M. arrive at Eric 9.30 A. M.
Eige aut Sleeping Cars on a l the night trains.
For information respecting passenger business, apply
at corner THIETIE H. and MARELT Streets Phila.
And to treight business, of the Company's Agents, S.
B. Kingston Jr., comer Thirteenth and Market atreets
Philadelphis; J. W. Reynolds, Aric; William Brown
Leent N. C. & R., Baltimore.
H. P. HOUSTON, General Freight Agent, Phila
A. T. TILER General Sup!, Williamsport.
TOR NEW YORK.—THE CAMDEN AND

FOR NEW YORK.—THE CAMDEN AND Company's Linear Philadelphia and Trenton Ratiroad Company's Linear Philadelphia To New York and Way Places, from Walnut Street Whatf, will leave as follows, viz:

At 5 A. M., via Camden and Ambey Accomn oda At 8 A M via Camden and Jersey ty Express 3-00 At 2 P M, via Camden and Amboy Express 5-60 At 6 P M via Camden and type Accommodation 2-25 At 6 P. b via Camden and Amboy Accommodation 180 The 5-45 P. M. Line will run daily. All others Sundays executed 4.7-20 and 11 A. M., 3-3-20 4-30 5, and 6-45 P. M. and A 7-30 and 11 A. M., 3-3-20 4-30 5, and 6-45 P. M. and A 7-30 and 10-15 A. M., 12 M., 2-4.5 and 6-P. M. for Cornary and 10-15 A. M., 12 M., 2-4.5 and 6-P. M. for Cornary and 10-15 A. M. and Frankford, and at 10-15 A. M. or Bristol Schanck's, Eddinaton, and 5-P. M. for Holmesburg and intermedia e stations.

A 7-30 A. M. and 3-30 P. M. for Ningara Falls, Budalo, Dunkirk (ananodals us, Kimira, Ithaca Owego, Bothes er Binghampton, Oswago Syraouse Great Bend Montrose Wilkesharre Scranton Strondsburg, Water Gap, Pelvidere, Lasion, Lambertville, Steinharton Cap, Pelvidere, Lasion, Lambertville, steinharton cet. 16-3-30 1.7 M. Line coonsetts direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem cit.

A 15-P. M. for Lambertville and intermediate stations, June 1, 166. WILLIAM H. GATZMER, Agent.

#### LUMBER.

1866. BUILDING! BUILDING!

ST. P. EOARDS.

BAIL PLANE.

WHITE PINE FL. ORING.

TELLOW PINE FLOORING.

BPRUCE PINE FLOORING.

ASH ANIE WAINUT PLOORING.

PLASTERING LATH.

PLASTERING LATH.

1866. PINE, HEMLOCK, AND OAK TIMBER, CUT TO A BILE, AT SHORT NOTICE

1866. CEDAR AND PINE SHINGLES.

No 1 LONG CEDAR SHINGLES.

No 1 SHORT CEDAR SHINGLES.

WHITE FIRE SHINGLES.

WHITE FIRE SHINGLES.

VINE ASSORTMENT FOR SALE LOW. 1866. LUMBER FOR UNDERTAKERS!!
RED CEPAR. WALNUT, AND PINE.
RED CEPAR WALNUT, AND PINE.

1866. —ALBANY LUMBER OF ALL KINDS.
ALBANY LUMBER OF ALL KINDS.
SEASONED WALNUT.
DRY POPLAR CHERRY. AND ASH.
OAK PLK AND BDS.
MARIOGANY.
ROSEWOOD AND WALNUT VENEERS.

1866. CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.
AT REDUCED PRICES. 1866. —SPRUCE JOIST! SPRUCE JOIST!

SPRUCE JOIST! SPRUCE JOIST!

FROM 14 TO 12 FRET LONG.
FROM 14 TO 12 FRET LONG.
BENLOCK FLASK AND JOIST.

OAE SILLS.

MAULE BROTHPR & CO...

5 27 (m) 50 200 SOUTH STREET.

#### F. H. WILLIAMS,

Seventeenth and Spring Garden Sts.

OFFERS

A FEW CHOICE LOTS

SEASONED WALNUT.

LOW FOR CASH.

\* [5-21 1mrp

T. W. SMALTZ'S LUMBER YARD. N. E. OFFERS FOR SALE,

CHEAP FOR CASH
Panel 1st com , 2d com . 3d com , 44 5-4, 68, 84, White Panel 1st com , 2d com , 3d com , 4 a 5-4, 6 s, 8-4, White Pine, Seasoned.

First and second quality Yellow (4 4, 5-4) and White Pine (4 4) Flooring Boards First and second quality one and two sides Fence Poards.

Shelving Boards, Bass Ash Planks and Boards, White Pine Sills, all sizes Step Boards, 4 4, 5-4.

Hemicek Joist and Scant ing all sizes, Prime lot Spruce, Sil s and Scanting Pastering Lath (English and Calais) Pickets.

Shingles, Chesnut I osts etc.

Mabogany, Wainut Plank and Boards.

All kines of Building I umber cut and furnished at the shortest notice, at the lowest price.

65 im

FLAGS, FIREWORKS, &c. FLAGS! FLAGS! FLAGS!

> BUNTING, SILK AND MUSLIN FLAGS.

OF EVERY SIZE AND DESCRIPTION. SWORDS, SASHES. BELLS, BASE BALL CAPS. BASE BALL BELLS

AND MILITARY EQUIPMENTS OF ALL KINDS. WILSON & HUTCHINSON. (Successors to Evans, Hassatt & Co.),

No. 418 ARCH Street PHILADELPHIA. FIREWORKS.

IN GREAT VARIETY,

For sale at manufactorers' prices, by A. H. FRANCISCUS&CO., No. 513 MARKET Street,

No. 510 COMMERCE STREET. Goods ordered direct from factory. No orders accepted after July 1.

ICE COMPANIES.

REMOVAL! REMOVAL! OLD DRIVERS' ICE COMPANY, REMOVED FROM N. W. CORNER SIXTEENTH AND BACE, TO Broad Street, Above Race, East Side Orders respectfully solicited, and promptly attended to

at the lowest market rates. HESS, JOHNSON & DAVIS. OLD DRIVERS' ICE COMPANY.

The undersigned, welling exceeding thankful to his many friends and customers for their very liberal patronsage extended to him during the last seventeen years, and having sold his entire interest to MESSES, HESS JOHNSON & DAVIS, Takes pleasure in recommending them to his former oa rons as they are gentlemen of well known integrity and will undoubtedly maintain the recutation of the OLD DRIVERS'ICE COMPANY, and in every way not so as to give entire satisfaction to all who may kindly avor them with their enstom.

Respectative, etc.

3 2 3 m.

A. BROWN.

KEEP COOL!! KEEP COOL!! DI ORDERING LOUIS ICE U.

CHARLES S. CARPENTER & CO., WHOLEBALE AND RETAIL

ICE DEALERS No. 717 WILLOW, Above Franklin St.

Families applied satisfactorily and at reduced rates. Dealers and large consumers furnished on reasonable terms.

CHARLES S CARPENTER

JOHN GLENDENING. JOSEPH M. TRUMAN, Jr.,

Proprietors EASTERN ICE COMPANY.—SEASON OF 1866.—8 lbs. dsily, 60 cents per week; 12 lbs daily, 15 cents per week; 12 lbs daily, 15 cents per week; 16 lbs. daily, 26 ceats per week; 20 lbs daily, 21 of per week Depoi, No 241 QUEEN Street below Thi d. THOMAN J. L. ONA. 10 lbs. MYERS.