WILD OATS.

The following words from Macmillan's Magazine are attributed to Miss Muloch:-When all the world is young, lad,

And all the trees are green,
And every goose a swan, lad,
And every lass a queen,
Then fly for boot and horse, lad. And round the world away; Your love must have its course, lad, And every dog his day.

When all the world is old, lad, And all the trees are brown, And all the sport is stale, lad. And all the wheels run down. Creep home and take your place there, The spent and maimed among-God grant you find a face there You loved when you were young.

LETTER FROM PITTSBURG.

Hasty Notes of Travel, Fishing, Etc. EVENING TELEGRAPH SPECIAL CORRESPONDENCE

PITTSBURG, June 16. A word more from Pittsburg, from whence the first letter was sent you. The writer has no puffs for any concern, as he pays his own bills, but will say of Pittsburg, for the benefit of travellers, that its Umon Railway Hotel, in the new depot buildings, is as good a place to stop at as the most particular could wish. It is complete in everything. One of its pleasantest features is that the cars run the weary, dusty traveller right into it, or nearly so, and he has only to walk up stairs, and be at home. The bill of fare is ample and first-rate. But did you ever see a person eat everything on a full bill by course? I believe we did here. He was a ruddy-faced Irish gentleman - evidently a priest - with a genial, intellectual look - not a glutton, but a gentlemen, likely, as before said, and probably a scholar; but if anybody could be said to have a heavenly relish for good "vittels," and a godlike power of digestion, he must be the man. After going through the abundant viands, this was his cheerful order for dessert :- "Waiter, bring me a piece of apple pie, a piece of lemon pie, a piece of currant pie, a piece of berry ple, some strawberries and tce cream, and some pound cake," The waiter turned to go for them. "Hold on," he added, "bring me a piece of eneese, and-some tilberts." His splendid teeth closed on the last nibert with an appetizing snap, such as you may have seen in a sheep eating beans.

Away we go over the Fort Wayne road. Spring grains, grasses, corn vegetables, and fruits, all promising, though backward. Abundant rains recently all through the West. Some good fields of winter grain, but many poor one-

This party reached the "ladies' car," and have, personally, no ground of complaint, but the institution is objectionable as generally managed. and some change ought to be insisted on by the traveling public. It is well to have a nice car or two where ladies can always find seats, and gentlemen, too, when there are any seats vacant; but to lock it up, and have the brakesman let in none but showy females and dandy squirts, with now and then some ponderous gentleman with a gold-headed cane, is not the correct thing. No road can carry out the plan of devoting the car exclusively to ladies and their gentlemen com-

The employes will let in others, and the brakesman in charge-possibly the conductoris apt to admit those who wear the best clothes. It would, of course, be absurb to suppose they would take any money, for the rich old farmers and other solid men in plain clothes are usually found in the common cars, sitting in pairs; while the fops, whose wallets are stuffed with more tailors' and laundresses' bills than greenbacks are in the ladies' car, each stretched out on a seat by himself. I have even met one on this trip who claimed two seats-one for each end of

Coming near Chicago, our train rau into a horrid stepch, created, it is said, by the offal from the city. It settles or rises like a cloud along the read for nearly a mile. As we were warned of it by passengers who had been there before, it can't be a temporary nuisance. Chicare can't afford to let it remain, however. If she don't make "different arrangements," and

that soon, the fate of Sodom may overtake her. WILMOT, Wis .- Here we are, under the paternal roof. The "how d'ye does" at home are of no account to the reader, and we skip them. They deserve, however, to see themselves in print, just for their heartiness, and for the good cheer that ensues. The cider that has ripeded for our coming is "(apped," and the russet and red-cheeked apples that have refused to yield "a spec" to summer's heat till we have come and said a benediction over them, are brought forward, and the story is again told of how our pioneer tather planted the orchard with his owa hands twenty years ago, hoping to see this day, when he and his children could enjoy the fruit together.

But we must wind up No. 2. We threw that salmon fly over the black bass at the mill-ail at Wilmot, and brought a fine one to the surface and to land the tirst time. A dozen others rose to us during the following day, at intervals, and many more might have tested to their sorrow our fine tackle and ringing reel, had not a troop of boys come bounding into the pond for their evening swim, just as the fish were commencing to rise. But this is not our fishing ground, and we will not dwell on the subject till we reach the old haunts, where we can do the subject more thorough justice. One.

-There is a rage for cheap publications of all kinds at Paris now. Grammars, dictionaries, histories, novels, and poems are being published in daily or weekly issues at two sous each, and are distributed throughout France by the agents of the Mondeur du Soir. This paper was started by the Government, who wanted to get some hold on the reading public, and who therefore devised the network of agencie which includes every petty village in France Several other chesp papers have been started, as they find a ready market. One of them, L. Soiel, after a vain endeavor to obtain from Victor Hugo the right to the first publication of "Les Travailleurs de la Mer," bought trom Lacroix & Co., the publishers, the right to print it in the paper. One of its rivals, Disconment, not wishing to be outdone, entered into arrangements with Lacroix & Co. to supply all of their six months' sub cribers with the whole work for nothing. Upon this the proprietors of Le Soleil offer their three months' subscribers the illustrated editionjof "Les Miserables," and are also publishing "Le Mangeur de Fer," a play which is now the sensation of Paris; so that L'Evenement is obliged to confess itself beaten.
The subscription to Le Solell for three months is

only nine francs. —A meeting of negroes was lately held in Cherokee county, Ala., where they bound them-selves together not to work for less than \$2 per day during the present harvest, on penalty of receiving fitty lashes. Consequently the negroes are idle, and white men are gathering the harvest at \$1:50 per day,

RAILROAD LINES.

READING RAILROAD PROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLRILL, SUSQUE-HANNA, TUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS SUMMER THAINS, June 4, 1866

Leving the Company's Depot at THIRTRENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

CAITOWHILL Streets Philadelphia at the following hours:—

MORNIN' ACCOMMODATION.

At 7:39 A. M. for Reading an intermediate Stations.

At 8:15 A. M. for Reading an intermediate Stations.

At 8:15 A. M. for Reading Lebanon. Harrisburg Potts ville, Pinegrove, Tamaqua, Sunbury, Williamsport, Pinegrove, Tamaqua, Sunbury, Williamsport, Pinegrove, Tamaqua, Sunbury, Williamsport, Pinegrove, Pinegrove, Tamaqua, Sunbury, Williamsport, Pinegrove, Pinegrove, Pinegrove, Pinegrove, Pinegrove, Pinegrove, Pinegrove, Composition of the Composition of Alenbown, etc., and the Leban n. Valley train for Harrisburg etc., and the Leban n. Valley train for Harrisburg etc., at HARRIS-EDBOWN, Composition of Marina for Northumberiand, Williamsport, Mork Chambershurg, Pinegrove, etc.

AFIERNOON EXPIENS.

Leaves Pultanelphia at 200 P. M., for Reading and Columbia Railroad frams for Columbia, etc.

EKADING ACCOMMODATION.

Leaves Beading at 600 A. M., stopping at all way stations, a riving at Philadelphia at 850 A. M.

Returning, leaves Philadelphia at 600 P. M.; arrives in Reading at 750 P. M.

Trains for Philadelphia at 850 A. M.

Trains for Philadelphia at 850 A. M.

Trains for Philadelphia at 850 A. M. arriving in Philadelphia at 160 P. M., Attensoon trains leave Harrisburg at 210 P. M., Pottsville at 265 P. M., arriving in Philadelphia at 165 P. M., Attensoon trains leave Harrisburg at 210 P. M., Pottsville at 265 P. M., arriving in Philadelphia at 165 P. M., Attensoon trains leave Harrisburg at 210 P. M., Pottsville at 265 P. M., arriving in Philadelphia at 165 P. M., Attensoon trains leave Harrisburg at 410 P. M., Pottsville at 265 P. M., arriving in Philadelphia at 650 P. M., arrives Reading at 730 A. M. and Harrisburg at 410

16 46 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7 30 A. M. and Harrisburg at 4 10

M. tomee in at Reading with Alternoon Accomedation south at 6 50 P. M., arriving in Philadelphia Single States of the state of t

Trains leave Auburn at 735 A. M. and 8-9 P. M. trains from Phi adelpila, returning from Downingtown at 635 A. M. and 1239 noon.

NEW YORK EXPERSS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 800 P. M., passing Reading at 145 and 1153 A. M. and 148 P. M., and connecting the Harrisburg with Pennas Ivania and Northern Central Bailroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Bailtmore, etc.

Beturulug, express train leaves Harrisburg on arrival of the Pennasylvalia express from Pittsburg, at 3 and 845 A. M. and 915 P. M., passing Reading at 449 and 1052 A. M. and 215 P. M., passing Reading at 449 and 1052 A. M. and 215 P. M., sleeping cars accomeany these tains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 216 P. M. Mail trair for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLLY RALLROAD.

Trains leave Portsville at 7 and 11-30 A. M., and 7-15 P. M. returning from "amagus at 7-35 A. M. and 1-40 and 4-15 P. M. of Pinegrove and Barrisburg and 150 P. M. for Pinegrove and Tremont, returning from Barrisburg at 2-30 P. M., and from Tremont at 7-35 A. M. and 5-55 P. M.

Through first-class lickets and emigrant tickets to all the principal points in the North and West and Canadia. The following tickets are obtain able only at the office of S. Behadle Office.

COMMULATION TICKETS

for innelies aid firms.
MILEAGE TICKETS.
Goed for 2000 miles, between all points, 852-50 each, for families and firms
SEASON TICKETS.

Superintendent. Beaulog: COMMULATION TICKETS

SEASON TICKETS.

For three, Six, nine, or twelve months, for holders only, to all points, at reduced rates (LERGYMEN Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at hall rare.

EX. URSION TICKETS

From Philad-liphis to principal stations, good for Saturday, Sunday, and Monday, at reduced five to be had only at the licket office, at THINTEENTH and CALLOWHILL Streets.

FREIGHT.

Core at the Philadelphia Pest Office for all places on the conductions of the principal stations only at 315 P. M.

10 WHILL Streets.

FREIGHT.

Goors of all descriptions forwarded to all the above points from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 5 P. M. for Beading, Lebanon, Harrisburg, Potisville Port Ulinion, and all points beyond.

Clore at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

8 15

NORTH PENNSYLVANIA RAILROAD,-Depot THIRD Street above Thompson.

For BETHLEHEM DOYLESTOWN MAUCE CHUNE, EASTON, WILLIAMSPORT, and WILKES BARRE.

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkes barre, At 30 P M (Express), for Bethlehem, Easton, etc reaching Easton at 6'45 F, M. At 515 P. M., for Bethlehem, Allentown, Mauc)

Chunk.
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 Lansdale at 8-15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlebem at 6-25 A. M. and 12-25 Noon, and
5 15 P. M.

Leave Doy estown at 6 40 A. M., 3-15 and 5 16 P. M.
Leave Doy estown at 6 40 A. M., 3-15 and 5 16 P. M.
Leave Lanedale at 6 00 A. M.
Leave Fort Washington at 16 50 A. M., and 2 18 P. M.
ON SUNDAYS.

Philadelphia for Beth chem at 0 A. M.,
Philadelphia for Doy estown at 2 30 P. M.,
Doylestown for Philadelphia at 20 1. M.
Bethlehem for Philadelphia at 4 30 P. M.
Through Tickets must be procured at the ucreat offices.

THIRD Street or BERRS Street.

BYLLIS CLARK, Agent.

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), Commencing THURSDAY, May II 1898, LEAVE PHILADE, PHIA AS FOLLOWS:— A. M. Mail; for Bridgeton, Salem, and all intermediates

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
31 M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro. Due 5:5 F. M.
320 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M. Woodbury Accommodation,
RETURNING TRAINS
Leave Cape May 5:30 and 11 A. M.
"Bridgeton 7 A. M. and 3:35 P. M.
Salem 5:45 A. M. and 3:35 P. M.
Freight will be received at Second Covered Wharf below Walnut Street, from 7 A. M. until 5 P. M.
That received at or before 9 A. M. will go through the same day.

ame day Freight Delivery, No. 228 S. DELAWARS Avenue 521 J. VAN RENSSALAER, Superintendent

1866 -PHILADELPHIA AND ERUE RAIL, ern and Northwest Counties of Fennsylvania to the City of Frie on Lake Frie 1t has been leased and is operated by the Fennsy vania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Erie Mail Train, 7 a. M.; Erie Express Train, 1 P. M.

Leave Westward—Erie Mail, P. M.; Erie Express Train, 1 P. M. Leave Westward-Eric Mail, P. M.; Eric Express
Train 12 M.

Fascencer cars run through on the Eric Mail and Ex
press trains both ways between Philade obla and Eric
EW YORK CONNECTION.

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.
Leave I ric at 445 F. M., arrive at New York 4 10 P. M.
Elea ant Steeping Cars on all the night trains.
For information respecting passenger beamess, apply
at corner THIETIE H and MARKET S rects Phila.
And for freight business, of the Company's Agents, S.
R. Kingston J.t., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Eric; William Brown
Agent N. C. R. Baltimore.
H. F. HOUNTON, General Freight Agent, Phila
H. W. GWINNER General Sprit, Williamsport
A. L. TYLER General Supt, Williamsport

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.

The Company's Lines of the Company's Lines of the Company's Lines of the Company's Lines of the Company of the as follows, viz:— At 5 A. M., via Camden and Amboy, Accomu oda

The 6-45 P. M. Line will run dally. All others Sundays excepted.
At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. and h inight for Bristol. Tranton, etc.
At 7 and 10 15 A. M., 12 M., 3 4.5 and 6 P. M., for Cornwe 1's Torrisdale Holmesburg, Tacony. Wissinoming, Bristol Schenck's, Eddington, and at 18:15 A. M. for Bristol Schenck's, Eddington, and at 18:15 A. M. for Holmesburg and intermediate stations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk. Canandals us, Elmirs, Tihacs. Owego, Boches'er Bigghampton. Oswego. Syracuse. Great Bend. Montrose. Wilkenbarre. Scranton Strondsburg, Water Gap, Esividere, Laston. Lambersville. Flemiuston etc. The 3:36 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethie bem etc.

At 5 P. M. for Lambersville and intermediate stations.
June 1, 1866. WILLIAM H. GATZMES, Agent.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALTIMOBE BAILBOAD, TIME TABLE,
Commencing MONDAY April 16 1885. Trains will
leave Depot corner of BROAD Street and WASHINGTON Avenue, as follows:—
Express 7 rain at \$15 A. M. (Mondays excepted), to
Baltimore and Washington stopping at Choster, Wilmington, Newark, Eikton, Northeast, Petryville, Havre
de Grace, Aberdeen, Perryman's, Magnelia, Chase's
Stemmer's Ren.

Stemmer's Run
Way Mail Train at 8 15 A. M. (Sundays excepted), for
Baltimore, stepping at all regular stations between Phiindelphia and Baltimore,
Delaware Baltrond Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate Fapress Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 F M. (Sundays excepted) for Baltimore and Washington stopping at hester, Claymont, Wilmington, Newara, Fikton, Northeast Perryville.

Havie de Grace, Aberdeen, Perryman's, Edgewood Magnolla, Chase's and Steumer's Rua.

Night Express at H.P. M., for Baltimore and Washington. ton.

agreencers by Boat from Ba'timore for Fortress Mon-Nortelk, City Point, and Bichmond, will take the WILMINGTON ACCOMMODATION TRAINS, point at all Stations between Philadelphia and Wilmington.

I.cave Philadelphia at 9, II is A. M., 430, 6, and 11:30 P. M. The 4:30 P. M. tiain connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6:45 8, and 9:30 A. M., 4 and 0:30 P. M.

P. M.
Trains for New Castle leave Philadelphia at 9 A. M.,
4 20 and 6 P. M.
THROUGH TRAINS FROM BAUTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 7 46, 8 46, 10 14 and 11 40 A. M., 4 40 ,
5, 11, 7 2 6 and 10 36 P. M.
FROM BAUTIMORE TO PHILADELPHIA.
Leave Reltimore 7 28 A. M. Waymail 6 200 A. M. Leave Baltimore 7.55 A. M., Wax-mail, 9.20 A. A., Apress, 1.10 P. M., Express, 6.35 P. M., Express, 8.2

P. M., EXPICES
TRAINS FOR BALTIMORE
Leave Chesieral 4 to and 8 52 A. M., and 3 38 P. M.
Leave Wilmington at 5 22 and 8 32 A. M. and 4 15 P. M.
Freight Trains with Passenger Caracticance will leave
as forlows:—Wilmington for Perry vile and Intermediate
stations at 6 45 P. M. Baltimore for Havre de Grace and
intermediate stations at 4 45 P. M. Perryville for wilmington and in ermediate stations at 5 60 A. M., con
necting at Wilmington with 8 A. M. train for Philadephia

becting at Wilmington with 8 A. M. train for Philade-phia

Express Train at 415 A. M. fer Baltimore and Washington s'opping at the bester, Wilmington, Newark Elkton, Nor beat Perryville Havre-de-Grace, Aberdeen, Perry men's Magno fa, Chaze's and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington, Commodation Train at 1130 P. M. for Wilmington and intermediate stations.

RALIMORK FOR PHILADELPHIA.

Leave Baltimore at 825 P. M. stopping at Havre-de-mice, Perryville, and Wilmington, Also stous at Elkton and Newark (to fake passengers for Philadelphia and leave massengers from Washington or Baltimore) and Cluster to leave passengers from Baltimore or Washington.

Accommedation Train from WI mington for Philadel phis and intermediate stations at 5 % P. M. 416 H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-DENNSYLVANIA CENTRAL RAILROAD.—

SUMN ER AKRANGEMENT.

The Trains on the Pennsylvania Central Railroad leave the Leenet at Thirty-first and Market Streets, which is reached by the cars of the Market Street Passenger Hailway, 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 Eleventh and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Lxpress will call for and deliver Baggage at the Depot. Orders lef. at the Office, No 631 Cheanut street, will receive attention.

TRAINS LEAVE DEFOT. VIZ.:—

Mail Train.

| THE PARTY BUT AND ADDRESS OF THE PARTY OF TH | | |
|--|---------|-----------|
| Mail Train | 4 8:00 | 4. 3 |
| Day Express | t 10-00 | 24. |
| Day Express | £ 11:00 | |
| Fast Line and Eric Express | 19 00 | Mr. |
| Partibury Accommodation | 2 20 | 12. % |
| Laneaster Accommodation | 4 200 | 100 |
| Paoli a ccommodation No. 2 | 4 9 90 | 1 144 |
| l'I teburi h and Exte Mai ** | 5700 | |
| Psell Accommodation, No 3 | 19 000 | - 14 |
| | | |
| Philadelphia l'xpresst | r 11.10 | *** |
| TRAINS ARRIVE AT DEPOT. VIZ. :- | | |
| Cincinnati Expressia | 12/40 | 4. 3 |
| Philade phia Express | 7:10 | 8,0 |
| raou Accommodation, No. 1 | 1 8.20 | 86. |
| Columbia Train. | U. 9°00 | 1.74.8 |
| Lancaster Train | 12:40 | P. 5 |
| Past Line | t 1 10 | |
| Paoli Accommodation, No. 7 | t 4 10 | 9.0 |
| Day Extreme | # 55×50 | |
| Paoli Accommodation, No. 3 | £ 17-20 | . 11 |
| Harrisburg Accommodationa | t 0.50 | 44 |
| * Daily, except Saturday, + Daily, + D | ally a | Trees |
| Monday. All other Trains daily except Su | nday | acc. |
| Running through from Philadelphia to | Pirte | Times. |
| and Erie without change of cars. | | in the pi |
| Sunday Accommodation Trains for Pacit | and in | town |
| d ute stations leave Philade phia at 900 A | | |
| P. M., returning leave Paoil at 6 50 A. M. an | | |
| a TICKET OFFICE | P. 4.90 | E. 31 |
| | | |

P. M., returning leave Paoil at 6 59 A. M. and 4:50 P. M.
A TICKET OFFICE

Is located at No. 621 Chesnut street, where Tickets to all important points may be procured, and (all information given by JOHN C. ALLEN, Ticket Agent.
Also 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
FRANCIS FUNK.
No. 137 DOCK Street.
The Pennsylvania Railroad Company will not assume any risk to: Engange except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Bargage exceeding that amount in value will be at the tisk of the owner, unless taken by special contract.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and atter WEDNESDAY, May 16, 1966.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 5-10, 35, 4, 5, 55, 8, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 16, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 5%, 7, 8, 9, 10, 11 P. M.
Ane 8, 20 cown train, and 35% and 55% up trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9, 10, A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown R. M., 1, 4, 6%, 9% P. M.
CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 19 A. M., 2, 3%, 5%, 7, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 9, 40, 11, 40 A. M.
Leave Chesnut Hill 7-10 minutes, 8, 9, 40, 11, 40 A. M.
Leave Chesnut Hill 7-10 minutes, 8, 9, 40, 11, 40 A. M.
Leave Chesnut Hill 7-10 minutes, 8, 9, 40, 11, 40 A. M.
Leave Chesnut Hill 7-10 minutes, 8, 9, 40, 11, 40 A. M.

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 40 A. M.

1-46, 3-40, 5-40, 8-40, and 10-40 minutes, P. M.

Leave Philadelphia 9-16 minutes, A. M., 2, 5, and 8 P. M.

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

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

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

Leave Philadelphia 6, 8-35 minutes, 11-95 A. M., 15-3

48, 55, 65, 85 minutes, and 115 P. M.

Leave Norristown 5%, 7, 7-50, 9, 11 A., M., 15, 48, 6%, and 8 P. M.

Leave Philadelphia 6, 8-35 minutes, 12-60 and 7M P. M.

Leave Philadelphia 6, M., 15, 5, and 5 P. M.

Leave Philadelphia 6, 8-35 minutes, 12-95 A. M., 15-3

42, 5%, 6%, 845, and 15 P. M.

Leave Philadelphia 6, 8-35 minutes, 12-95 A. M., 2, 5-64

88 F. M.

ON SUNDAYS.

Leave Philadelphia 9, M., 24, 4, and 75 P. M.

Leave Philadelphia 6, 8-35 minutes, 12-95 A. M., 2, 5-64

88 F. M.

ON SUNDAYS.

Leave Philadelphia 9, M., 24, 4, and 75 P. M.

% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 25. 4, and 75 P. M.
Leave Manayunk 25 A. M. 15. 6 ann 95 P. M.
W. S. WIL ON, General Superintender t.
Depot NINTH and GREEN Streets

Freight Lines for New York and connecting Rai roads. INCREASED DESPATCH.
THE COMPENSAND AMBOY RAILWOAD AND TRANSPORTATION COMPANY TREIGHT LINES for New York will leave WALNUT Street What at a belock P. M. daily Sundays excepted.

Freight must be delivered before 4% o'clock, to be for worded the same day. o'clock F M. daily Sindays excepted).
Freight must be delivered before 4% o'clock, to be for warded the same day.
Returning, the above lines will leave New York at Iz noon and a and S F M.
Freight for Transon. Princeton, Kingston, New Bruns wick, and a lpoints on the Camden and Amboo Rail road; also, on the Ber dere Delaware and Fleming ton the New Jersey the Freehold and Jamesburg and the Burington and Mount Holly Railroads, received and towarded up to 1 P. M.
The Belvidere Delaware Reitroad connects at Philips burg with the Lahigh Valley Railroad, and at Manunkachunk with all peints on the Delaware, Lackawanna, and Western Railroad, and st Manunkachunk with all peints on the Delaware, Lackawanna, and Western Railroad, cand other scints it Western New York.
The New Jersey tailroad connects at Elizabeth with the New Jersey tailroad connects at Elizabeth with the Morals and Essex Railroad.
A slip memorandum, specifying the marks and numbers, slippers, and construees, must, in every matance be sent with each load of goods, or no receipt will be given. or sent with easie and interest have been made for the transportation of live stock. Drevers are invited to try the route. When stock is tarnished in quantities of two carloads or more it wil be delivered at the foot of For tie h steet near the Drove Yard, or at Fier No. (, North River, as the shippers may designet at the time of shippers.)

of shipment.

For terms or other information, apply to

WALTER FREENAN, Freight Agent,
No. 226 S. DELLAWARE Avenue, Philadolphia

RANGE AND ALEXANDRIA RAILROAD.

On and after MONDAY, February 12 two daily trains will run between Washington and Lynchburg connecting at Gordensyl le with Virginia Central Rail road trains to and from Elchmond as to lows:

MAIL TRAIN.

Leave Washington daily (bunday exc pted), at 6.45 A. M., and srive at Lynchburg at 5.6 P. M.

Leave Lynchburg at 7 A. M and arrive at Washington at 5.6 F. M.

EXPRESS TRAIN

Leave Lynchburg at 8.00 r. M. and arrive at Washington at 5.00 A. M.

Leave Lynchburg at 8.00 r. M. and arrive at Washington of 5.00 A. M.

Event at Lynchburg at 8.00 r. M. and arrive at Washington of 5.00 A. M.

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

First-class sleeping 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 histeric localities of Fairfax, Bull Run. Manassas, Bristoe, (at ett., Rappahannock, Culpeper, Orange, and Gordonsylle, places of imperialishs interest in the popular mind.

Through tickets to all points South and Sourbweet may be had in Boston, Now York, Philind-liphis, and Baltimore, and at the Jasses of the road in Washington Alexandria.

W. H. MOCA FFERTY.

General Supe intenden.

SADDLES AND HARNESS.

THE OLDEST AND LARGEST SADDLE AND HARNESS MANUFACTURING ESTABLISHMENT IN THE

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

COUNTRY.

OFFER OF THEIR OWN MANUFACTURE: RUGGY HARNESS, from 822-50 to \$150 LADIES' SADDLE, do 12-00 to 150 GENTS do Bridles, Mountings, Bits, Rosetts, Horse Covers, Brushes, Combs. Fosps, Blacking, Ladles' and Gents Travelling and Tourist Bags and Backs, Lunch Baskets Dress ug and Shirt Cases, Trunks and Valises. No. 1916 CHESNUT ST.

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. tought at the recent Government sales-to be sold at a great sacrifice Wholesale or Retail. Together with our usual assortment of

SADDLERY AND SADDLERY HARDWARE,

WILLIAM S. HANSELL & SONS, New 114 MARKET Street.

ICE COMPANIES.

E ASTERN ICE COMPANY.—SEASON OF 1866.—8 lbs. daily, 60 cents per week; 12 lbs daily, 75 cents per week; 10 lbs. daily, 90 cents per week; 20 lbs daily, 81 05 per week. Depot, No 241 QUEEN Street below Third.

TIOMAS J. L. 10NS, JOHN S. MYERS.

LEGAL NOTICES.

IN THE OLTHANS' COURT FOR THE CITY
AND COUNTY OF PHILADELPHIA.

Estate of hUDOLPH BUCKIUS, deceased,
The Auditor sppointed by the Court to audit, sortle,
and added the account of C. A. VAN KIRK, trusted
appointed by the Court to make sale of the real estate
belonging to the heirs of said dedefient, under proceedings in partition, and to report distribution of the
balance in the hands of the accountant, will meet the
parties interested for the purposes of his aspointment,
on TULSDAY, July 3d, 1968 at 11 o'clock A. M. at his
office, No. 402 WALNUT Street, in the city of Philadelphia.

Auditor. 6 22 fmw5t*

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Fetate of WILLIAM CUSACK, decoased.

The Audior appointed by the Court to audit, settle, and adjust the account of MARY CUSACK, Acting Executrix and Trustee of said decedent, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on THURSDAY, July 5, 1866, at 11 o'cook.

A. M., at his office, No. 402 WALNUI Street, in the city of Philadelphia.

6 22 thu85.*

Auditor.

IN THE COURT OF COMMON PLEASEOR THE CITY AND COUNTY OF PHILADELPH A ADELATIE MERCER, by etc., vs. BERNARD MERCER

In Divorce. MERCER
To BERNAED MEBCER. Respondent:
Take notice that depositions on behalf of the lib-lian in the above case, will be taken before Charles N. Mann Esg., I xaminer at his office, porthwest corner of Fith and t reen streets on THUR DAY July 12, 1886, at 11 o clocks A. M., when and where you may attend if you think proper.

6 12 15t Attorney for Libellant.

MUSICAL INSTRUMENTS.

SCHOMACKER PIANO FORTE SCHOMACKER PIANO FORTE TEVET MANUFACTURING COMPANYS KEW SIGE, No. 1163 CHESNUT. Street.—We respectively call the attention of our friends and the public generally of our removal to our new and nandsome Warerooms. GIRARD EOW, No. 1163 CHESNUT Street, where we have constantly on hands large stock of our superior and highly finished Squere and Grand Pianos. Our instruments have been awarded the highest pre-mums at all the principal exhibitions ever held in this contract with numerous restimants from the Justcourtry, with numerous testimentals from the Treches artis's in America and Europe.
They are now the leading Pianes, and are so the paits of the world. mials from the Tra paris of the world.

Persons desiring to purchase affirst-class Piano at greatly reduced rates should not full to give us a call.

Pianos to rent. Tusing and moving pomply attended to.

SCHOMACKER & CO.,

128 lm. No. 1103 CHESNUT Street.

COAL.

ONE TRIAL

SECURES YOUR CUSTOM

WRITNEY & HAMILTON.

LEHIGH,

SCHUYLKILL.

AND BITUMINOUS

COAL,

No. 935 North MINTH Street,

Above Poptar, East Side: | [62

JAMES OBRIEN DEALER IN

LEHIGH AND SCHUYLKILL COAL. BY THE CARGO OR SINGLE TON.

Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the tiove superior Coal, sui able for family use, to which he calls the attention of his friends and the

ub ie generally. Orders left at No. 205 South Fifth street, No. 32 outh seventeenth street, or through Despatch or A SUPERIOR QUALITY OF BLACKSMITHS' Post Office, promptly attended to,

BENDER'S

COAL AND ICE DEPOT. S. W. CORNER OF BROAD AND CALLOWBILL STREETS,

Cflers the celebrated West Lehigh Coal from the Greenwood Colliery, Stove, Egs and Heater size, \$750; Sut at \$6.50. Also, the very superior Schuylkil Coal, from the Eccytadale Coillery, Nut size, \$6.00. All other sizes \$7.00 and colliery, Nut size, \$6.00. All other had Coal warranted and taken back time of expense to the purchaser is not as represented. Also, the Coal forteitta it not full weight.

GEORGE PLOWMAN, CARPENTER AND BUILDER. No. 232 CARTER Street And No. 141 DOCK Street,

Machine Work and Mulwrighting promptly attende | 64 HEATTH MANAGEMENT

the second secon

VOX POPULI. WRIGHT'S TAR SYRUP

PRINCIPAL DEPOT. No. 771 South THIRD Street Price, \$1.00 per Bettle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bettle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted over, fivet, complaint, pains is this preast, cronchists, intemprated in the breast, cronchists, intemprated in the breast, cronchists, intemprated in the breast, cronchists, intemprated in the lungs, etc. I be remedy should be in every tamily:

Charles C. Wison, Forney's Press office.

Charles C. Wison, Forney's Press office.

James Nolen, Souched Office.

William H. Carpitt, Associated Press
William H. Carpenter, Fire Alarm and Police T graph, Fitth and Chesnut streets.

A Randolph, Front and 1 ombard streets.

James W. Ferrina No. 1129 Charles street.

H. A. Davis No. 323 Gaskill street.

Robert Thompsen, No. 1208 Waiter street,

R. G. Marca, No. 626 Finalkin street.

John Seymour No. 512 S. Front street.

F. W. Heward, No. 1068 street

John Seymour No. 512 S. Front street.

F. W. Heward, No. 1068 Sanson street.

Mary Caldwell No. 1082 Sanson street.

Mary Caldwell No. 1082 Sanson street.

W. Thomas, No. 20 S. Fourth street.

T. M. (arthy, No. 106 Elivsth's alley.

George Wison, No. 336 Race street.

W. F. Brooks, No. 68 North Second street

M. J. Hassett, No. 119 Couth street.

S. Seymour Rose Eusteion.

Char es Rogers, No. 211 South street.

E. T. We ling on, Second and Quarry streets

E. E. Thomas, No. 126 South lax street.

William Barne, No. 134 South Front a roet.

S. Sanlord, Opera Manager.

John Meginnis, roar of No. 131 North Second street

Mrs. S. R. Choate, Newark, De.

Mr. William B. Wright :--Mr. Welliam B. Wright:—

Sint:—We take pleasure in recommending your TAL SYEUP (of which we have already sold considerable quantified as a most excellent and efficiency for the complaints set torth in your prunted bill aireally submitted to the public. As a statifying act to suffering humanity we will cheerinly recommend your proparation to a 1 afficied with diseases which it is designed to cure.

Yours, etc.

DILES & SON, Druggists.

N. E. corner Fine and Sixth streets.

For ea e siso at JOHNSON, HOLLOWAY & COWDEN'S, DYOTT & CO'S, And all principal Druggists and Dealers, The subscriber would beg leave turther to say that he is prepared to fill orders and forward the Syrup to any part of the country. Fersons descring other mornant lin by mail will inclose a postage stamp and answer will be refurned as soon as the exigencies of business.

320 No 771 S. THIED Street Phi adelphia, Pa.

GLAD NEWS FOR THE UNFORTUNATE.

BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the Sprint and Prema SEAT CURE of all diseases arising from excesses or YOUTHFUL INDICAGE ION.
Emissions, Gential, Physical and Nervous Debility, Impotence, atc., atc. NO CHANGE OF DIET IS NECESSARY. They can be used without de eo fon, and never fall to-flect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS, Price Ore Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small,
Price Three Dollars
From four to six boxes are generally required to cure ordinars cases of Seminal Weakness, though benefit is derived from using a single box.
In Chrome Cases, and particularly when Im, otence or Gei itsi Debi ity with Nervous Prostration has affected the system.

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvenating, and Invigorating Remedy in the word.

A Package Fice Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility and Impotence, BELL'S EXTERNAL REMEDY, Price Two Dollars, sufficient for a month, can be used

the two Donales stated to good advantage.

It gives Strengt.: to the Organs and, with the Pilis, will restore them to their normal condiction.

A Pamphleto: 109 pages, on the LR TORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sout tree, Ten Cents required to pay postage.

It you cannot purchase Bell's Specific Remedies of your Dinaglet, take no other but send the money DR. JAMES BRYAN, Consulting Physician, No. 819 BROADWAY. New York,
And you will receive them by return of mail post paid,
and the from observation.
For sale by DYOTT & Co., No. 232 N. SECOND
Street.

- DR. HYLTON'S Constitutional Renovator

FOR THE RAPID CURE OF

Incipient Consumption, and all Diseases Pertaining to Consumption,

SUCH AS
Coughs, Colds, Hoacseness, Croup, Bronchitis, and all
Discases of the Lungs and Respiratory Organs,
Liver Complaint, Dyspepsia Loss of Appetite, Nervous Debit y with
great Lastitude of the Musoniar System, etc.
The success of this medicine in the cure of ciscase
bas with stood many critical tests in this country and
elsewhere; its salutary effects on disease are widely
disseminated, and require no effort to party the prejudiers of the skeptic.

disseminated, and require no effort to party the prejudices of the skeptic.

The Hydrox:—I take this opportunity to mform you that I consider you the greatest doctor on diseases of the lungs in the country. I had a spitting of blood, with large lumps of green matter; a vision pain is my breast and shoulders, as raining cough; and several of the most ominem physicisms gave me up as a hopeless ase of consumption. I then all the remedies of the day and gamed no relief but grew worse; when a friend as vised me to the your Renovalor satisfying me that you were a regular graduate of the University of Pennsylvania and not a self-styled doctor. I used not nie bottles of your Renovator, and to the sararise of my iriends. I am now a well man and able to attend daily to my business.

rifends. I am now a well man and the business.

Any one needing further particulars of my case can calt on me and be sa isfled.

"NIC HALLOW STANDARD STANDA Street.



DEAFNESS, BLINDNESS, AND CATABRE treated with the utmost success by J ISAAUS, M. D. Ocu hat and Aurist. No. 519 FINE Street. Testimost also from the most reliable sources in the otty can be seen at his office. The Medica Faculty are favired to accompany their patients, as he has no scorets in his practice. Artificial eyes inserted without pain. No charge made for examination.

FRENCH STEAM SCOURING

ESTABLISHMENT. No. 510 RACE Street.

No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establish ent the first and only one of its kind in this city. We do not dve, but by a chemical process resure Ladice, Gentlemous, an Children's Garments to their oliginal states without in uring them in the least, white great experience and the best machinery from France enable us to warrant persect astalaction to ail who may avor us with their paironage. Ladies DRESSLS of ever, description, wish or without Triumings, are cleaned and finished without being taken apart, whether the color is genuine or not.

Upera Cloaks and Mantillas Purtains. Table Covers Carpets Velvet Ribbons, Kid Gloves etc. cleaned and rednished in the best manner. Gan lemen's summer and Winter Clothing cleaned to periecti in without injury to the stuff. Aso Fings and Banuers. All kinds of a alias r moved without ceaning he whole All orders are executed under our immediate supervision and satisfaction guaranteed in every instance. A call and examination of our process is respectfully solicited.

ALBEDYLL & MARX, ALBEDYLL & MARX.

No 510 RACE Street.

CLOSING OUT OUR LARGE STOCK OF CARRIAGES AT REBUCED PRICES J. S. COLLINGS & SONS.

GOVERNMENT SALES.

CALE OF GOVERNMENT BUILDINGS, STABLES, FENCING, WHARVES, EIC., AF GIESBORO, D. C.

QUARTERMASTER-GENERAL'S OFFICE. QUARTERMASTER-GENERAL'S COPICE,
FIRST DIVISION.

WASHINGTON, D. C., June 19, 1968.

By order of the Quartermaster-General, thorowhile to told on the premises, at Fubic Austion, under the direction of Captain George I Browning, A. Q. M., commencing on TUESDAY, July 10, 1896, at 10 o'clock A. M., and continuing from the same hour each day thereafter (except FRIDAY, July 18, on which day the Water Works will be sold), until the whole shall have been disposed of, the following described public property, to witten

Eseven (ii) OFFICES (frame) 28x140 (two stories, 16x20, 16x28, two 20x20 (two stories, 16x88 kilohen asjoining 10x16), 12x82, 15x16, two 26x28, and 28x76. and 28x75.
Ligaty-nine (89) LABORERS' QUARTERS (frame); seventy-four 16x18, jourteen 12x14, and one 16x16, with shed adjoining 8x11.
Feb (10) DWELLINGS (frame), 28x50 (two stories, with back bui dings 12x32), four 10x24, 15x40, 18x32, 16x28 (with wing 16x17, and two kitchens adjoining 9x12 and 19x10, 16x20, with wing 10x14), 24x24 (with shed adjoining 15x40).
Nine (9) MESS-HOUSES (frame) 28x190 (two stories), 15x60 (with wing 16x20), 28x140 (two stories). Nic (9) MLSS -HOUSES (Tame) 22x190 (two stories), 15x90 (with wing 16x20), 28x140 (two stories), 28x150 (with additions 10x12), 28x140, 28x50 (two stories), 16x50, 16x34, and 28x40.

Thurry-tao (52) SIABLES (frame); twenty-four 28x432 ax 28x266, one 11x32 and one 12x29 (with shed adjoining 14x50).

One (1) HOSP1 AL SIABLE (frame), with 5279 [mail of the fall in the state of the shine.

One (1) HOSPITAL STABLE (frame), with 5279 incal feet of stabling.
One (1) ISSUING STABLE (frame), with 5312 lbu(n) feet of stabling.
Twenty (20) BUILDINGS (frame), 28x33, 28x56, 18x32, 18x 51 15x 65 10x16, feur 16x50, four 9x22, 28x452, 28x140, 21x48, 28x300, 20x25, and 17x17.
SHEDDING, 7758 lineal fret
Thirty-(wo (52) WAIER TANKS, 4x16; two feet deep. Seventy-eight (78) MANGERS, 3;x16; three and

a ha f feet deep fweny (20) OUT HOUSES.
One (1) DAY SHED 112x312.
One (1) GRAIN GOUSE (trame), 56x230.
Three (3) WHARVIS: One 40 181 square feet, one 11 169 square feet, and one 2830 square

FENCING, 23 980 linea | feet. One (1) STOREHOUSE (frame), 52x150. Two BLACKSMITH SHOPS (frame), 43x161,

One (1) ENGINE HOUSE, 17x32.

The buildings will be sold singly, and must be removed within twenty days.

The buildings will be taken down at the expense of the purchasers. The depot is accessible by water, and vessels of the largest cases can be loaded at the

whari.

Terms—Cash, in Government funds
A boat for Gresboro well leave the Sixth street
wharf every hour during the day of size.

For further information apply in person, or by
letter, to Captain GEORGE 1. BEOWNING, A. Q.
M., Gresboro, D. C., or to this office

JAMES A. EKIN.

Brevet Brigadier General U. S. A., in charge,
6 20 wimut

First Division, Q. M. G. O.

G OVERNMENT SALA

SIX HUNDRED AND THIRTY-FIVE THOU-SAND FOUNDS OF WROUGHT AND CAST IRON Will be sold at Public Auction, from the State

Arsenal Building, in Savannan, on WEDNESDAY, July 11, 1886.

Sale commencing at 10 A. M.

The Iron is as follows:—
150,000 pounds (ast Iron (Shell Metal), in the city, near the whart.
130.000 pounds Cast Iron (Guns), in the city, near the whart. the whart,
43,000 pounds Wrought Iron Scrap (Gun Carriage Irons), in the city, near the whart.
If 000 pounds Cast Iron (Guns), about five miles from the city, on a good road. from the city, on a good road.

54 000 pounds Cast Iron (Guns), about nine miles from the city, on a good road.

15 500 pounds Cast Iron (Guns), about two miles from the city, on the river; no road by land.

155,000 pounds Cast Iron (Guns) about rour and a half miles from the city, on the river; no road by land. 8000 pounds Cast Shell and Scrap Iron, in the

The attention of Northern buyers is invited to this sale. The rifle projectiles have on them sabots of brass or lead and antimony.

The Iron will be divided into lots of from 20,000 to 100 000 pounds.

Buyers can get lists at the Ordnance Depot at Savannab several days before the sale.

They are request d to examine the lots before the day of sale.

Terms—Cash, in United States currency.
The Iron in the city to be removed within fifteen Cap', of Ordnance, Brev. Lieut -Col. U.S. A., 6 20 12t Commanding Augusta Arsenal.

PROPOSALS.

DROPOSALS FOR STATIONERY.

BUREAU OF NAVIGATION,

NAVY DEPARTMENT.

WASHINGTON, Juny 15, 1833

Sealed Proposals will be received at this Bureau, until 12 M., on SAIURDAY, the 14th of July, preximo, for the supply of Commencers' and Navigas ors' Stationery at the Navy Yard, New York, for use on board vessels of the United States Navy.

Frintee schedules, giving a list of the names and quantities of the articles required will be furnished on application other to the Bureau directly of to the Navigation Office, Navy Yard, New York, where samples may be seen.

No proposal will be entertained un'ess accompanied by a vidence that the bidder is a recognized dealer in the articles to be supplied, nor amoss the proposals are complore for all the articles, with the amounts properly extended and footed; and the Bureau reserves the right to reject any or all of the bids which it shall not be for the inverset of the Government to accept.

Government to accept

Every offer must be accompanied by a written
runnantee of ability to perform a contract; and
sureties in the full amount will be required to sign the contract.

Proposa's will be endorsed 'Proposa's for Stationery,' and addressed to the Chief of this THORNTON A. JENKINS, Chief of Bureau of Navigation.

6 18mf8t

CUSTOM HOUSE, PHILADELPHIA, COL. CUSTOM HOUSE, PHILADELPHIA, COLLECTOR'S OFFICE, JUNE 4, 1886 —
Scaled Froposais will be received at this office until
the 25th day of June, for the supply of rations for 'be
petty officers and scamen of the United States Revenue
t utters on this station, for the term of one year from
the 1st day of July next.

The rations to be of good and wholesome quality, to
be approved by the captain; and the different articles
comprising the rations to be delivered on board the vesse a in good and sufficient casks and vesses to be provided by the contractors and the contractor will be
the to be understood that the contractor will be
bound to furnish, upon reasonable notice, as citen as
may be required by the captain of the vessel, with the
approbation of the Collector (not exceeding, upon an
average, one day in cach week, such fresh meal and
fresh vegotables as may be equivalent to the correspending parts of the ration silved in the navallantyice.

Specifications will be jurnished at this office.

ending parts of the ration sllowed in the naval sarvic Specifications will be turnished at this office 5 4m4t WILLIAM B. TROMAS, Collector MILLWARD & WINEBRENER.

WM. MILLWARD, D S WINEBRENER. MACHINERY AND MANUFACTURERS'

SUPPLIES, No. 118 MARKET Street. PHILADELPHIA, PA.

AGENTS FOR THE SALE OF Cotton and Woollen Machinery, Dea ers in Manufacturers' Supplies of every de-

scription. Cak Tanned Leather Belting, AND MACHINE CARD CLOTHING

Of best quality and manufacture. (4 25 3mrp DANNER'S WASHING MACHINE

Best in the City. IT SAVES TIME, SAVES LABOR,

SAVES CLOTHES. EVERY FAMILY SHOULD HAVE ONE. For sale at the Furniture Store of Agents Watted,

J. HAAS. No THE MARK T tre