money in circulation directly, it was firmly beheved that, although houses around us were falling in every direction, we should be able to weather the storm. Moreover, by this time every body believed the worst of the panic to be over, and that we should all see fine weather again. A third batch of bills for £25,000, which we dis-counted with our regular bankers, made on the whole £100,000 or the £500,000 which we had thrown on the market, and we thought that with a very small additional help, we should be able to pull through; of the ultimate results we had not up to this time the slightest mistrust. It was an anxious time for us all. For seven-teen or eighteen days nearly every director of our board was in the office by nine o'clock, and no one left the City until the very last of the latest telegrams had been received from abroad. We had all a very large stake in the concern, and for our own sakes, as well as for that of the shareholders, we were determined it possible to

save the snip from destruction.

The worst of the panic had begun to subside and there was a much easter feeling everywhere in the City, although all bank and financial shares were nearly onsalable. In the Board Room of "The Malabar and Yokahama Bank, limited,"we began to breathe again, and our faces were not quite so long and careworn as they had been. It was our regular board day, an the manager bad just reported that he would require about £10,000 to carry him over the week, as there were a few small acceptances becoming one. He was directed to send that smount of bills to the Bank of England for discount, and proceeded to carry out his in-structions. Later in the afternoon we were not a little surprised to learn that the Bapk had declined to take the poer, and we had accord-ingly to seek elsewhere, or the accommodation required. We did not like the look of the thing, but as there was no particular harry, we delayed until next day seeking what we wanted at any of the discount houses. But somehow or other the story had not abroad, and by the tollowing morning every chattering member of the Stock Exchange had his own story to tell as "The Malabar" had tried to discount twenty, thirty, toriy, a hundred thousand pounds—any amount you like, in fact—and had tailed in so doing. Then came the tables in-vented partly for the mere sake of appearing to tnow something of our affairs, and partly tor the sake of "bearing" our shares. By some it had been reported that we had lost £50,000 by the Torres Vedras Bank; that we owed Messrs. Sillibeer, of Berlin, 4,000,000 of francs, or £160,-000, and that we held dishonored acceptances of the "Patent Iron Ship Building Company, Limited," for nearly as much more. In short, there was no story too absurd, or too improbable for the moneary world to believe concerning us. Our snares that morning fell from par to 3 discount, and what was still worse, when we ook the £10,000 which we wanted to discount to our banker, he declined to touch the paper. It was in vain that we proved to this geptleman that as we had already weathered the worst of the storm, we should now, if only helped on a little, set over all our difficulties, and face all our liabilities. Not even the still stronger argument that what between us and various persons who do; business with us, the banker would intallibly lose upwards of £100,000 if we stopped, had any effect with this gentleman or his partners; he had made up his mind not to go further, and like a true British man of busiperson mistock obstinacy for firmness, and pig-headedness for determination. The rest of that day and the next was spent in fruitless endeavors to obtain the 110,000 we wanted, and which I really believe would have enabled us to get over the crisis. But it was of no use. Story after story about us, the most improbable and absurd, was invented, circulated, and believed. We went so far as to offer to deposit £100,000 of bills accepted by the French bank assecurity for aloan of ten or fitteen thousand pounds. The deposi-tors in shoals gave notice that they would with-draw their deposits in seven or fourteen days, according to the notice to which we were

Court of Chancery for a compulsory winding up of the concern. I was now a beggar, or little better. Having been behind the scenes, I knew well enough that the bank would never pay half a crown in the pound, for that our fall must bring down many of the firms and establishments which owed, or were supposed to owe, us money. Not only were my entire savings of £20,000 swallowed up in this concere, but so certain had I been of success that I had mortgaged my pension of £1000 to the amount of nine-tenths, so that I had now by £100 a year to live upon, and even at this race, it would take nearly ten rears to pay off what I had borrowed,

entitled; and many of them asked to be allowed

to take their money at once, minus a discount at a very high rate of interest. Of course such a state of things could not last long. For a day or two we put the best face possible

upon the state of affairs, but matters gradually

got worse and worse, and so in less than a week

the money articles of the various papers an-nounced that "The Malabar and Yokahama Bank, Limited," had suspended payment, and

that the shareholders were going to petition the

"The Malabar and Yokohama Bank, Limited" now being wound up by a firm of accountants. who, with the solicitor for the liquidation and a host of other individuals, seem to make an uncommonly good thing of it; and I am living upon my pittance in a fourth-rate French ountry town, barely able to pay my way, and only of use in serving as an example to other retired Indians not to dabble in mance companies, banks, or any other city business, which is pretty certain, sooner or later, to bring them to grief. But, poor as I am. I would not exchange even my present difficulties for the incessant worry and anxiety of my lite when I formed one e board of "The Malabar Bank," during the last three months of its existence. And yet how many "old Indians" are there whose history, since they returned to England, has been but a counterpart of my own! If such men would but remember that it is almost impossible for retired magistrates or colonels, who have passed the best part of their lives away from England, to make good directors of public companies, and that a high rate of interest is but another name for bad security, there would be much less misery of the kind I have endeavored to depict than exists at present. But I fear that these are matters on which it is hopeless to try and make men wise. — Temple Bar.

TRUSTEES' SALE.

Whereas, THE GREAT WESTERN PETROLEUM AND REFINING COMPANY, of St Louis, Mo., did, on the Twenty-third day of January. A. D. Eighteen hundred and sixty-six, convey to the andersigned, as Trustee, the lands and premises hereinatter described to secure the payment of a certain promissory note, made by said Company, and bearing even date with said trust eeed, for the sum of ten thousand three hundred dollars, payable to CHARLES W. FORD, or to his order one day a ter the date thereof, with lawful Interest; and a so to secure the payment to said Ford of all other moneys which he might, from time to time advance to said to ompany, at its request, with interest. And whereas, It was in and by said Trust Deed provided that, in case the said Company should make default in the payment of any other moneys thereaster to be advanced by the said Ford, with interest, that the said Trustee might proceed to sail the property in said deed described or any part thereof, at pub it evendue, to the highest bidder, at the east front of the Court House in Rt. Louis, for eash, first siving sixty days public notice of the time, serms, and place of said sale, by advertisement in some newspaper printed in St. Louis not the time, secured by said deed, notice is, therefore hereby given that the subscriber as such Trustee will, on the fith day of September, A. D., eighteen hundred and sixty-six, between the hours of 12 and 10 o'clock P. M., at the east front of the Court House in St. Louis, Mo., sell at public vendue for cash to the highest bidder, the lands in said deed mentioned, and which are described as follows:—All that certain tract of land situate is the township of Harmony, courty of Venango, and State of Pennsylvavia, bounded and described as follows, to wit;—Beginning at a post at the northeast corner of the Herkiner Company's land, and thence extending south one and three-fourths degrees, east one hundred and eighty-time and increasing the southeast corner of the Herkiner Company's land, and thence of the piece: thence north one an

DRIVY WELLS-OWNERS OF PROPERTY

Macufacturer of Poudrette,

810 5 GOLDSMITHS HALL, LIBRARY Street

AUCTION SALES.

T I C E. I, JOHN EDGAR THOMSON, Trustee in a certain indenture of hiorigage of the property hereinafter described executed by the Tyrone and Cleanfield Railroad Company to the principal and interest of bonds of said Company to the amount or \$25,600 which Mortgage is dated the 12th day of May, A. D. 1850, and recorded in the office for recording deeds, etc. in and for the county of Blair, on the 18th day of May, A. D. 1859, in mortgage book A. pages 500-4-5-5-1 and 8, and in the office for recording deeds, etc. in and for the county of Blair, on the 18th day of May, A. D. 1859, in mortgage book E. pages 500-4-5-6-1 and 8, and in the office for recording deeds, etc. in and for the county of Centre, on the 18th day of May, A. D. 1859, in mortgage book E. pages 17. etc., do hereby give notice that default having been made for more than ninety 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 holders of more than 850 000 in amount of the said bends, and by virtue of the power conferred upon me in that respect by the said wortgage expose to public sale and 8-if to the highest and best bidder by M. THOMAS & 50NS, Auctioners, at the PHILADELPHIA EX. CHANGE Off. is the city of a bilar-clobic, on Thursday, the 27th day of September, A. D. 1856 upon the terms and conditions hereinanter started, the whole of the said nor gaged premises, viz.:—

The whole of that section of said Tyrone and Clear-field Railroad from the point of intersection with the 1-yrone and Lock haven hailroad near Tyrone, Blair county, Pennsylvania, as the same is now constructed together with all and singular the railways, rails, bridges, tences, privileges, rights, and all real property of every description acquired by and belonging to said Company, and all the toils income, issues, and profits to be derived and to arise from the same, and all the lands used and occupied for railways, depots, or stations between said points with all the buildings standing thereon or procure 1, JOHN EDGAR THOMSON, Trustee in a certain

AND GENERALLY

All the lands, railways, rails, bridges, culverts trest eworks, toot houses, con houses wharves, tences, rights
of way, workshops, machinery, stations, depots depot
grounds, works, masonry, and other superstracture,
teal estate buildings and improvements of whatever
nature or kind appertsining or belonging to the abovementioned property, and to the said section of and
Tyrone and Cearfied traitroad and owned by said Computy in connection therewith.

The said section of the Tyrone and Clearfield Railroad,
exterding from the intersection of the tyrone and Clearfield Hailroad with the railroad formerly belonging to
the Tyrone and Lockhaven Enilroad Company, but now
to the Babli Eagle Valley Italiroad Company, but now
to the Babli Eagle Valley Italiroad Company is about
20 miles in length.

\$10,000 of the purchase money to be raid in cash when
the property is struck off, and the balance within 30 days
thereafter.

P. J. M. F.N. on account of the said balance of purchase AND GENERALLY

the property is struck off, and the balance within 20 days thereafter

Pai MFNT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said bonds may be made in the said bonds of coupons; and if the dividend is less than the actual sum due upon the said bonds of 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 dividend, and endorsing payment of the same on the said bonds of coupons.

Upon the purchase money being paid as aforesaid, the Trustee will execute and deliver a deed of conveyance of the premises to the purchaser of purchasers in pursuance of the power conferred upon him by the said mottgage. nortrage.

Any further information in respect to said sa'e or

Any further information application to the under

Any further information in respect to said site of premises may be had upon application to the under sirned Trustee, at the office of the Fennsy vania Rail road Company, No. 238 S. Third street, Phi ade-phis.

JOHN ELGAR THOMSON, Trustee, No. 238 S. THIRD Street, M. THOMAS & SONS, Auc'ioneers, 5 21 milm Nos. 139 and 141 S. FOURTH S reet.

GOVERNMENT SALES.

FINAL SALE OF QUARTERMASTERS' BORO, D. C.

QUARTERMASTER-GENERAL'S OFFICE.

(First Division)

Washington, D. C. August 10, 1866

By order of the Quarterma-ter-to-neral, there will be sold on the premises, at public auction, under the direction of Captain George T. Browning, A. Q. M., on f RIDAY, August 24, 1866, commencing at 10 o'clock A. M., the following described lot of Quartermaster's stores viz: cimaster's stores viz.:-

2000 teet thekory, Ash, and Onk Plank banks'),

5 Portable Forces,

Gum Hose, 18 'ous T Raijroad Iron, 1672 lbs cas tron Raijroad Chairs 1 Tire Bender, 1 Tire Drili 9 Hand Cars, 6 Warehouse Trucks, 1 mand brill, 1 Fanning Mill, Wagons (two-horse). 75 Gum Bucgets lay Scale (Fair- 1 Work-hour Bell

banks banks, 3 Platform Sca cs (Fair-Medicines, Bitters, etc. banks),

Office Desks, Planes, Giue Pots, hairs, Saw Sets, Wardrobes. Hand-saws. Stationery Cases, Iron Beadsteads, Cross-out Saws, Iron Squares, Cooking and Heating Trying Squares, Stoves, Cooking Utensils, Callipers, Compasses, Bar and Scrap-Iron. Mailets. Felloes, Wagen Wheels, Pincers, Screwdrivers, Spokeshaves Cold Chisels, Splitting Guages, Round and Straight Hammers Knives Cutting Plyers, Rivet Sets, Engrier Knives. Stocks and Dies, Pricking Wheels, Heading Tools, Paint Brushes, Paint Cans, Paint Muller, ravellers, W renches, Paint Stone Paint Mill.

Wood Camps, Colors. Venetian Red. lenon Cutters, Grindstones and Frames Soldering Irons, Hatchets, Drawing Knives, Lumber Ruie. Wheelbarrows, &c., &c. logether with many other articles not above enu-

Purchasers must remove their stores within five (5) days from date of sale.

Terms—Cash, in Government funds.

A bost for closboro will leave Sixth street wharf every hour during the day of sale. JAMES A. EKIN, Brevet Brigadier-General U. S. A., in charge 8 13 10t First Division, Q. M. G. O.

REGISTER'S NOTICE.—TO ALL CREDI-tors, Legatees, and other persons interested. Notice is hereby given that the following named per-sons did on the dates affixed to their names, file the accounts of their Administration to the estates of those persons deceased, and Guardians' and Trusices' accounts persons decreased, and orderdman and trastees accounts whose names are undermentioned, in the office of the Register for the Probate of Wills and granting Letters of Administration in and for the City and County of Philadelphia; and that the same will be presented to the Orphans' Court of said City and County for confirmation and allowance, on the third FRIDAY in August next, at 10 o'clock in the morning, at the County Court House in Said City.

1868.
June 29, Daniel Smith, Administrator d. b. n. of JACOB.
otherwise JAMES K. POLK, deceased

30, Peter D. Myers administrator of MARY A
PICHON, deceased.

30, A. H. Warthman and George Pord, Executors
of William FORD, deceased

30, Ann Thompson, Administratrix of WILLIAM
THOMPS: N. deceased

30. Agnes G. Fulls, Executrix of THOMAS MILLS,
deceased.

July 2, Wiltiam B. Wright and Jonathan J. Morrison, Executors of CHARLES WRIGHT, de-

** Executors of CHARLES WRIGHT, deceased.

2. George W. Conover, Administrator of WILLIAM B. CONOVER, deceased.

3. Mary Nagle, Administratrix d b n. c. t. a. of JOHN GOODHAR!, deceased.

4. Ann Graham and John Bryden, Executors of JANE GRAHAM, deceased.

5. Henry M. Deceart, Administrator of JACOB REES, deceased.

6. Sarah Roberts, Administratrix of EDWARD ROBERTS, deceased.

7. William B. Robbins, administrator c. t. a. of SUSAN LEONARD, deceased.

8. Ulliam H. Seeley and Lemuel R. Justice, Administrators of JOSEPH JUSTICE, deceased.

ministrators of JOSEPH JUSTICE, deceased.

13, Pres ey Blakision and Henry M. Dechert, Fx; ecutors of ThOMAS S TAYLOR, deceased.

14, Martha Notman and Joseph A. Clay, Executors of JOHN NOTMAN, deceased.

18, Elizabeth Snyder, Executrix of Daniel Eny-Der, deceased.

20, Mark Devine and Catharine McAtee. Executors of THOMAS MCATEE, deceased.

21, Charles Harbert. Executor of ISAAC HARBERT, deceased.

23, John Esray, Jr. and Philip S. Erray, Executors of JOHN ESBAY, deceased.

24, Archer W. Clowes. Executor of ELLEN CLOWES, dec ased.

24, Pennas Ivania. Company, for Insurance on Lives, etc., Administrators d. b. n. c. t. a. of ALEXANDER TOWAR, deceased.

26, Robert Fartin, Executor of EDITH PAYN-TER, deceased.

26, Joseph Encu, Executor of EDITH PAYN-TER, deceased.

26, George Truman and Edward Hopper, Executors of SARAR PEARSON, deceased.

727 41 FREDERICK M. ADAMS, Register.

ANDSCAPE DRAWING CARDS, A BEAU ANDSCAPE DARWING CARDS, A BEAU-tor the instruction of juvenile artists. Price, 15 cents a package. With the EVENING TELEGRAPH. NEW YORK CLIPPER etc., will be found on sale at the NEWS STAND. B. W. corner SEVENTH and CHESNUT Streets.

GOVERNMENT SALES.

GOVERNMENT TOBACCO.
SEVERAL HUNDRED HOGSHEADS

FINE VIRGINIA LEAF.

THEASURY DEPARTMENT, CUSTOM HOUSE,
RICEMOND, Va., August 5, 1806.

In compliance with instructions from H. A. Risley, Eeq., Supervising Special Agent, there will be soid, to the highest bidder, at public auction, at 11 o'clock in the forencom of WEDNESDAY, the 5th day of September next, at WINSFON'S BUILDING, corner of FOURTEENTH and CARY Streets, in the city of RICHMOND, Virginia, the following described described CAPIURED AND ABANDONED PROPERTY,

CAPTURED AND ABANDONED PROPERTY,
VIZ:—
TWO HUNDRED (OR MORE) HOGSHEADS
LEAF TOBACCO,
FIVE HUNDRED BOXES MANUFACTURED
TOBACCO.
The Leaf Tobacco has been gathered from the
counties of Bedford, Roanoke, Franklin, Campbell,
Henry, Patrick, Halifax, Prince Edward, Pittaylvania, Mecklenburg, and Charlotte, comprising all the
good tobacco lands in the State. Much of it is of
the finest quality, suitable for "wrappers," and has
been well cured and preserved. This sale presents
opportunities to the manufacturer and dealer rarely
offered. Should the demand warrant, come three or
tour hindred hogsheads more may be added to the
sale, which will complete the disposition of Virginia
Tobacco for Government account.
Samples of each bogshead will be ready for inspection at the salesroom ten days preceding the day of

tion at the salesroom ten days preceding the day of Sole, Terms—Cash, in Government funds.

JOHN S. LOOMIS, Assistant Special Agent. SALE OF UNITED STATES MILITARY RAIL-

OFFICE OF ASST. Q. M. U. S. MIL. R. R. No. 250 G street.

WASHINGTON, D. C., August 3, 1896

Will be sold at public auction at Alexandra.

Va., on THURSDAY, August 23, the balance of United States Mintary Rails ad Property remaining of bond at that places consisting in the constant of the constant of

hand at that place, consisting in part as fol-Two second-c ass serviceable Locemotive Engi----s, orns & Son, bullaers; gauve, 4 feet 81 inches. One Tender Truck, two small ruck cars One hundred pairs second-hand Car Wheels

Seventy tons "T" Bailroad Iron (45 lbs. to the aid, nearly new; fitteen Stoves; two fit een-ton Hydraulic Jacks, and ten tons unserviceable Raisroad Iron.

(25) Iwenty-five tons Wrought and Cast Scrap
Iron, second-hand Hadroad Spikes, Chairs, Rubber
Loops, Broad Axes, Mauis, Patform and Counter
Scales, Lanterns, Oars, Desks, Tables, and a variety of other articles; also,
Nine Frame Buildings
Sales to commence at 10 o'clock A. M., at the

Military Railroad Wharl, where the Locumotives, Railroad Iron, and Car Wheels are stored. The balance of the articles will be so d at the Railroad supply Store, near the Orange and Alexandria

Will be sold at Pittsburg, Pa., at eleven o'clock A. M., on IUE. Day, August 28, Eleven new nox Cars, five feet guage; Pennock & o., Kennett Square, Chester county, Penna. builders. Terms—Cash, in Government junds.

Any further miormation restrict to the property will be furnished on application at this office 878w Byt. Major and A. Q. M., U. S. Army.

THELEGRAPH MAIERIALS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE, CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., August 6, 1968.)
Will be sold at jubic auction, under the direction
of Brevet Lieutenant colonel James M. Moore, Assistant Quartermaster, at Warehouse on G street,
near Twentein street, Washington, on Thurs
DAY, August 30, at 10 A. M., the following Teleeraph A aterials, &c:—
22 Beaugslev's Signal 95,000 pounds Wire Iron.
Telegraph Instruments 65 miles Insulated Tele-

Telegraph Instruments 66 miles Insulated Tele

and Cases.

24 Beardsley's Instruments graph Wire.

25 Beardsley's Instruments graph Wire.

26 Beardsley's Instruments graph Wire.

27 Beardsley's Instruments graph Wire.

28 Reel Stands, small 10 Aces Stands, centre.

29 Coal Stove, with Pipe.

20 Ital Handles.

20 Ital Boyes.

21 Description 10 Crowbars. 4 Cutting Payers. 2 Dial Handles. 10 mammers. 7 Orlers. 8 Fruning Knives. 73 Empty Reels, 67 Reel Stands. 16 Reel Stands, delivery. Large Reel Stands. 18 Small Reel Stands. 6 Rubber Cement Flask 6 Reel Handles.

8 Soldering Acid Bottles 3 spools Copper Wire, 6 Ruther Sleeves, 37 in. No 23. Large Gear. spools Copper Wire, No. 30. E small Gear. nall Gear.
ings.
Notices and Straps.
Iumbiers for Battery
Porous Cups.
31 Insulated Bending 8 Rings. 72 Notices and Straps. 240 Porous Cups. 240 Porous Cups.
162 (13) oz. A. o. d.) Platina Strips.
175 oz. A. o. d. Platina 60 cells Portable Field Telegraph Battery.
Strips.

Telegraph Battery. 203 Zines for Grove Bat-263 pounds Mercury. 263 pounds Mercury. 264 pounds Nitric Acid. 265 carboys Sulphuric Acid. 265 Empty Mercury Flasks 14(0 pounds Nails, 40d and 60d.
2300 Insulators, Bracket.

Entry Manuel Carboys.

Wrenches, Screw Drivers, Spirit Lamps, Soldering Irons, etc. 50 Empty Carboys dering Irons, etc.
Terms—Cash, in Government funds.
Ten days will be granted purchasers in which to

remove their goods. D. H. RUCKER,
Byt. Maj. Gen. and Chief Quartermaster,
9t Depot of Washington, D. C.

A SSISTANT QUARTERMASTER'S OFFICE, PHILADELPHIA, Fa., August 8, 1866.

LARGE SALE OF GOVERNMENT HARNESS,
RIDING SADDLES, ETC.
Will be sold at Public Aucuou, at the United States
Government Warehouse, HANOVER Street whart,
Philadelphia, Pa., on SAIURDAY, August 18ta,
and WEDNESDAY, August 22d, 1886, commencing on each of the days specified at 10 o'clock A. M., in lots to suit purchasers, large quantities of the follow-ing described Harness, etc., viz:—

Lead Ambulance Harness, repaired, sets of, Lead Mule Harness, worn, sets of. Wheel Mule Harness, worn, sets of. Wheel Ambulance Harness, worn, sets of. McCleilan Saddles, worn. Collars, a sorted (Mule and Horse), worn. Wayon Bridles, worn. Wagon Saddles, worn

head Haiters and Chains, worn. Neck S raps and Chains, worn. All this harness is made of the best materials. strong and serviceable, and was carefully inspected when purchased by the Government, and is now sold because the war is ended, and is no longer

needed for the army.

Halfroads, Passenger Railroads, and Express Companies, Manufacturers, Farmers, and Harness Dealers are respectfully invited to attend this sale. Such an opportunity will not occur again. It is probably the last large lot of Government Harness that will be sold in this city, and will not bring anything bke its true value. Anch money may be made by purchasers reselling and disposing of the same in the West and elsewhere.

Tenns of Salle—Cash in Government funds.

TERMS OF SALE.—Cash in Government funds, a deposit of twenty-five per cent to be paid on every accepted bid, the balance within twenty-four All articles purchased must be removed within two days from date of sale. hours after the saie.

By order of Brevet Brig. Gen. G. H. CROSMAN, Assistant Quartermaster-General U. S. A. GEORGE R. ORME, 8 7 11t Byt. Major and Assistant Quartermaster

UMBER FOR WAGON-MAKERS AT AUC

CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., August 2, 1836.
Will be sold at Public Auction, under the direction
of Brevet Brigadier-General C. H. Tompkins, Q.
M. U. S. A., on WEDNESDAY, August 22, at LINCOLN DEPOT, commencing at 10 A. M., the following described lumber:—

ing described lumber:—
About 30,000 feet 2 inch Oak Plank,
'' 50,000 feet 2 ! ''
'' 110 000 feet 3 '' '' 7 000 feet 81 10 000 feet 5 15,000 feet 1 " Ash Plank. 60 000 feet 4 20 000 feet 5 10 000 feet 5 5 000 feet 3 8 000 feet 4 20 000 feet 6 Hickory Plank.

20 000 feet 4 "Poplar Boards.

This sale is well worthy the attention of Carriage-makers, as this is a superior lot of well seasoned number. It will be offered in lots of 1000 feet, with

the privilege of 10,000 feet.

Terms—Cash in Government funds.
Successful bidders will be required to remove their purchases within firteen days from day of sale.

D. H. RUCKEB, Brevet Major-Gen, and Chief Quartermaster, 8 8 10t Depot of Washington,

VOX POPULI. WRIGHT'S TAR SYRUP.

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

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

The undersigned citizens take pleasure in checrulity recommending the use of Wright's Tar Syrup to coughs, colds, consumption, whooping-cough, spotted fever, liver complaint, pains in the breast, bronchids, inflammation, and restriction or air vessels in the langs, etc. The remedy should be in every family:—
Charles C. Wison, Forney's Press office.
Charles H. Graffen, Sunday Mercury office.
Charles H. Graffen, Sunday Mercury office.
James Nolen, hagarer office.
Whitam H. Carpenier, Fire Alarm and Police T graph, Fifth and Chesnut streets.
A Bandolph, Front and Lombard streets.
James W. Perrine No. 123 Charles street.
H. A. Davis No. 32 Gaskiii street.
John Woodside. No. 131 Frank in street.
Robert Thompson, No. 163 Waltor street.
J. Gebioff. No. 23 S. second street.
J. Gebioff. No. 23 S. second street.
J. Gebioff. No. 13 S. Front street.
E. W. Howard, No. 1 Dock street.
H. C. Bartlet No. 33 R. second street.
Alter Martin, No. 417 S. second street.
Mary Cald well. No. 193 Sansom street.
W. Thomas, No. 20 N. Fourth street.
T. M. Garthy No. 19 Eirstn's alley.
George Wison, No. 236 Race street.
W. F. Brooks, No. 69 Aorth second street
M. J. Hassett, No. 119 Canal street.
S. Seymour Rose Basile on.
Charlet Reserve, No. 22 South Street.
R. T. We ling on, second and Quarry stree in E. Thomas, No. 136 South Str. attreet.
William Barra, No. 151 South Front street.
S. S. Santord, Opera Manager.
John Maginnis, rear of No. 134 North Second street.
Mr. S. E. Choate, Newark, Dei.

Mr. William B. Wrich:—
Suit Walter Brook and Procumenture your \$TAL

Mr. William B. Wright:—
Shi:-We take pleasure in recommending your \$\text{TAh}
SYRUP (of which we have already sood considerable
quantities) as a most excellent and afficacious remody
submitted to the public. As a statifying act to soffering
submitted to the public. As a statifying act to soffering
submitted to the public. As a statifying act to soffering
submitted to the public. As a statifying act to soffering
stummitty we will cheerin it recommend your preparation to a laffilicted with diseases which it is designed to Yours, etc.. DILKS & SON, Druggists N. E. corner Pine and Stath streets,

For sale siso at DYOTT & CO's.

And all principal Druggisus and Dealers.

The subscriber would beg leave surther to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons destring other into that to by mail will inclose a postage stamp and answer will be returned as soon as the exigences of business will admit Address 320 No. 771 S. THIED Street, Philadelphia Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES are warranted in all cases, for the SPERDY and PERMA NEAT CULE Of all diseases arising from excesses or YOUTHFUL INDINCRETION Emissions, Gential, Physical and Nervous Debility, Im-potence, etc. etc.

potence, etc. etc. NO CHANGE OF DIET IS NECESSARY.
They can be used without desection, and never fall to effect a Cure, if used according to instructions. BELL'S SPECIFIC PILLS, BELL'S SPECIFIC PILLS,

Price One Dobar per Box, or Six Boxes for Five Doltars; also, Large Boxes containing Four Small,

Price Three Dobars

From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is gerived from using a single box

In thomic Cases, and particularly when Im otence or Gential Dobity with Nervous Prostration has affected the system.

flected the system. EELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvenating, and Invigorating Remedy in the world. A Package Price Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Deblity and Impotence, BELL'S EXTERNAL REMEDY, rice I we Dollars, sufficient for a month, can be use

to good advantage.

It gives Strength to the Organs and, with the Pills will restore them to their normal condition.

A Pamphlet of 100 pages, on the EREORS OF YOUTH, designed as a Lecture and Can ion to Young Men, sent iree. Ten Cents required to pay postage. If you cannot purchase BELL's SPECIFIC REMEDIES of your Druggist, take no other, but send the money direct to

DR. JAMES BRYAN, Consulting Physician,
No 810 BROADWAY New York,
And you will receive them by return of mail post-paid,
and free from observation.
For sale by DYOTT & Co., No. 232 N. SECOND
Street.

SAMARITAN'S GIFT!

SAMARITAN'S GIFT! THE MOST CERTAIN REMEDY EVER USED.

For Gonorrhma, and all Diseases Arising from Youthful Indiscretion.

Contains no Mineral, no Balsam, no Mercury.

Only Ten Pills to be taken to Effect a Cure. twenty-jour hours."
sent by mall. Price. Male packages, \$2. Female, \$3.

SAMARITAN'S ROOT AND HERB JUICES, The Great Blood Purifier, and Remedy for

Scrofula, Ulcers, Sores, Spots, Tetters, Scales, Boils, Syphilis, Etc.

For Syphilis the Samaritan's Root and Herb Juices, is the most poten; and effectual remed; ever prescribed, it reaches and eradicates every particle of the vonereal poison. Will remove every vestige of impuritles from the system, as well as all the bad effects or mercury 1 rice \$1.25 per bottle.

SAMARITAN'S WASH

Is, in case of Syphilis, used in conjunction with the Root and Herb Juices. Full directions. Frice 25 cents. The old sickening and discusting drugs have to give way to remedies nursely vegetable, pleasant to the taste, and A POS ITIVE UUBE. Fold by DEMAS BAUNES & CO., No. 21 PARK ROW. and by Druggists
D) SAOND & CO., Proprietors, No. 915 RACE Street
8 45 Philadelphia.

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whishy, the following certificates should do it There is no alcoholic stimulant known commanding such eccu incustion tom such high sources:

We have carefully tosted the sample of CHLSNUT GEOVE WHISKY which you send us, and find that it contains some of the pollonous substance known as president of the whish is the characteristic and injurious in ordinate of the whish is in general use.

gredient of the whiskies in general use.

BOOTH, GABRETT & CAMAC,

Analytical Chemists I have snalyzed a sample of CHESNUT GROVE WHISKY received from Mr Charles Wharton, Jr., Phinociphia: and having carefully tested it, I am pleased to state that it is entirely prince prompting of the control of the co

on E Block substances on E Block substances and fine Fred quality of whisky Analytical Chemis

I have made a chemical analysis of commercial samples of CHESNUT GROVE WHISKY, which provests be tree from the heavy Fusil Oils, and perfectly pure an unadulterated. The fine flavor of this whisky is derive from the grain used in manufacturing it.

Respectfully, A. A. HAYES, M. D. State Assayer, No. 16 Boylston street. For sale by barrel, demijohn, or bottle at No. 225 North THIED Street Philadelphia.

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. MOSES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS, RAILROAD LINES.

READING BAIL BOAD
GREAT TEUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLRILL, SUSQUE
HANNA, (UMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS. CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, June 4, 1866.
Leaving the Company's Depot, at THIRTEENTH an
CALLOWHILL Streets Philadelphia, at the follow n

Leaving the Company's Depot, at THIRTEENTH an CAILOWHILL Streets Philadelphia, at the follow in bours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing and intermediate Statio & ORNING EXPRESS.

At 8:15 A. M. for Reacing Account of the Station of Politics of the Station of Politics of Ville, Proceeding the Station of Politics of Williams of Chambers of the Station of Politics of Allentown, etc. and the Lebson in Valley train for Harrisburg etc, at HARRIS & CLG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Pioegrove, etc.

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

Leaves Philadelphia for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 7:50 P. M.

Trains for Fluindelphia leave Engrisburg at 8:10 A. M. and Pottsville at 2:35 P. M., arriving in Philadelphia at 1:40 P. M. Afternoon trains leave Harrisburg at 4:10 P. M. Connec ms at Realing with Atternoon Accommediation south at 6:30 P. M., arriving in Philadelphia at 6:45 P. M.

Harrisburg at 7:30 A. M. and Harrisburg at 4:10 P. M. Connec ms at Realing with Atternoon Accommediation south at 6:30 P. M., arriving in Philadelphia at 6:45 P. M., arriving in Philadelphia at 1:45 P. M., arriving in Philadelphia at 6:45 P. M., arriving in Philadelphia at 1:45 P. M., arriving

medation accide at 6:30 P. M., arriving in Philadelphia 1 16 P. M.

historical train. with passenger car attached, leaves Philadelphia at 12 45 noon for Rending an; all way stations. Leaves Residue at 11 30 A. M. and Downingtows at 12:30 P. M., for Philadelphia and all way stations.

All the above rains run daily, sundays excepted.

Sunday trains leave Pottsville at 8:50 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Rending at 6:06 A. M.; icturning from Rending at 425 P. M.

CHES ER V. LLEY RALLROAD.

Passengers for Downingtown and intermediace points take the 7:36 and 8:15 A. M., and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 2:30 noon.

Philadelphia, returning from Downingtown at 6 36 A. M. and 12 30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 90 P. M., bassing Reading at 146 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Pennavivania and Northern Central Bailroad express trains for Pittsburg, Chleago, Williamsport, Elmira, Bailtmore, etc.

Beturbing, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 946 A. M., and 11 53 P. M., passing Reading at 449 and 10 52 A. M., and 11 750 P. M., and arriving in New York at 10 A. M. and 245 P. M., Sleeping cars sacomonny these trains through between Jersey City and Pittsburg, with out change.

10 E2 A. M., and 1P30 P. M., Sleeping cars agroom any these trains through netween Jersey. City and Pittsburg, with out change.

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

Trains leave Portsville at 7 and 11-30 A. M., and 7-15 P. M., teturning from "amagua at 7-25 A. M. and 14-9 and 4-16 P. M.

SCBUYLKILL AND SUSQUEPANNA RAILROAD.

Trainsleave Auburn at 7-50 A. M. for Pinegrove and Harrisburg and 15-2 M. for Pinegrove and Harrisburg and 15-2 M., for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tremont at 7-55 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The locitowing tickets are obtain able only at the office of S. BRADFORD, Treasurer, No. 22-7 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reaching:

COMMULATION TICKETS

At 25 percent, discount, between any points desired, for lambles and firms.

MILEAGE TICKETS,

For three, six, nins, or twelve months, for holders only, to all points, at reduced rate, and times and times.

EXACURSION TICKETS,

For three, six, nins, or twelve months, for holders only, to all points, at reduced rate, and the first the male canada three and times.

EXACURSION TICKETS

From Philadelphia to principal state as, good for Sa furday, Suncay, and Monday, at reduced fire to be had only at the Ticke office, at THIATEENTH and CALLOW HILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above boths; from the company's new Freight Depot, BROAD and Willow Streets.

FREIGHT.—Goods of all descriptions forwarded to all the above boths; from the company's new Freight Depot, BROAD and Willow Streets.

FREIGHT.—Goods of all descriptions forwarded to all the above boths. Freight Tealns

Leeve Philadelphia cally at 3-30 A. M. 12-45 neon, and 6 P. M., for Reading, Lebanon, Barrisburg, Pottsville Port clinton, and all points beyond.

Close at the Philadelphia fe

tead and its branches at 5 A. M., and for the principal stanons only at 315 P. M.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWS RAILROAD.

On and ster WEDNESDAY, May 16, 1886, FOR GERMANTOWN, G. 1886, Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3 10, 334, 4, 5, 534, 8, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 620, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 F. M.

The 826 down train, and 35 sad 556 up trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 1994 F. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11 40 A. M. 140, 3 40, 5 40, 6 40, 8 40, and 10 40 minutes P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, and 8 F. M.

Leave Chesnut Hill 7-14 minutes A. M., 2, 5, and 8 F. M.

Leave Chesnut Hill 7-14 minutes A. M., 12 40, 6 40, and 925 minutes P. M.

FOR CONSHOHOCKEN AND NORMISTOWN, Leave Philadelphia 6, 8 35 minutes, 11 98 A. M., 13, 48, 63, and 8 P. M.

The 53 F. M. train will stop at School Lane, Wissan hickon, Manayunk, Spring Mill, and Conshohokeen only ON SUNDAYS.

Leave Philadelphia 6, 8 25 minutes, 11 96 A. M., 15, 48, 63, and 8 P. M.

The 53 F. M. train will stop at School Lane, Wissan hickon, Manayunk, Spring Mill, and Conshohokeen only ON SUNDAYS.

Leave Philadelphia 6, 8 25 minutes, 11 96 A. M., 15, 5%, 6%, 845, and 11 P. M.

Leave Philadelphia 6, 8 35 minutes, 11 96 A. M., 15, 5%, 6%, 6%, 68, 60, and 11 P. M.

Leave Philadelphia 6, 8 5 minutes, 11 96 A. M., 15, 5%, 6%, 6%, 6%, 6, and 11 P. M.

Leave Philadelphia 6, 8 5 minutes, 11 96 A. M., 15, 5%, 6%, 6%, 6%, 6, and 11 P. M.

Leave Philadelphia 6, 8 5 minutes, 11 96 A. M., 15, 5%, 6%, 6%, 6%, 6, and 11 P. M.

Leave Manayunk 6%, 7%, 8 20, 9%, 113, A. M., 2, 5, 6%, 8% P. M.

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

Leave Manayunk 6%, 7%, 8 20, 9%, 113, A. M., 2, 5, 6%, 8% P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6 and 9% P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.—

Depot THIRD Street above Thompson.

For BETHLEHEM. DOYLLSTOWN, MAUCH CHUNK, EASTON, WILLIAMS PORT, and WILKES! BARRE. At 730 A. M. (Express), for Beinlehem, Alleniown Mauch Chunk, Hazleton, Williamsport, and Wilkes At 3:30 P. M. (Express), for Betniehem, Easton, etc., reaching Easton at 6:45 P. M., at 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk,

At 5 15 P. M., for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8 35 A. M., 2 30 and 4 15 P. M.

For Lansdale at 6 15 P. M.

White care of the Second and Third Streets Line City
Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6 25 A. M. and 12 25 Noon, and

15 P. M.

Leave Doylestown at 6 40 A. M., 3 15 and 5 30 P. M.

Leave Lansdale at 6 00 A. M.

Leave Lansdale at 6 00 A. M.

Philadelphia for Bethlehem at 16 25 A. M., and 2 15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.,

Philadelphia for Doylestown at 2 30 P. M.

Doylestown for Philadelphia at 7 30 A. M.

Bethlehem for Philadelphia at 4 30 P. M.

Through Tickets must be procured at the ticket offices,

THIRD Street, or BEHKS Street.

ELLIS CLARK, Agent.

W ESI JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), commencing & ONDAY, July 16, 1886 | Leave Philadelphia as follows: follows:—
For tape May, 9 A. M., Mail: 2 P. M., Accommodation: 4 P. M., Fast Express
For Bridgeton, Saleun, and intermediate points, 8 A. W. and 3 30 P. M.
For Millylie, and intermediate points, 8 A. M. and 2

P. M.
Woodbury Accommodation, 6 P. M.
RETURNING:
Leave Cape May at 6:30 A. M., mail; 9 A. M., Fast Express: 5 P. M. Express.
Leave Bridgeton 7 15 A. M. and 3:50 P. M. Freight; 30 P. M. 30 P. M. Leave Salem I A. M. and 3-15 P. M. Freight 5-45 P. M. Leave Millville 8-55 A. M. and 6-38 P. M. Freight II-03 M. A. M. Freight will be received at Second Covered Whatt below Walnut street, from 7.96 A. M. until 5.00 P. M. That received before 3.00 A. M. will so through the same

Freight Delivery, No 228 S. DEL AWARE Avenue J. VAN RENSSELAER, Superintenuent. The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866—PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Pennsylvania to the City of Erie, on Lake Erie. It has been leased and is operated by the Pennsylvania Railread Company.

Time of Passenger Train, 1 P.M.

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

Passenger cars run through on the Erie Mail and Ex Leave Westward—Erie Mail, F. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie.

SEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Erie 9 30 A. M.
Leave New York at 9 A. M., arrive at Erie 9 30 A. M.
Leave Rek at 445 P. M., arrive at Knew York 4 10 P. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner ThirBTIE 1H and MARKET Streets, Phila.
And for freight business, of the Company 4 Agous, S.
B. Kingston, Jr., corner Thirbenth and Marks streets,
Philadelphia; J. W. Reynolds, Erie; Whilson Brown,
Agent N. O. R. R. Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWINNEE, General Treath Agent, Phila.
A. L. TYLLER General Sup Williamsport.

RAILROAD LINES.

HAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BALL
TIMORE RAILROAD,
TIME TABLE.

Commencing MONDAY, July 2, 1866. Trains will
lea; e Depot, corner of BROAD Street and WASHINGTON Avenne, as follows:—
Express Train at 4 15 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Williams, Newark, Eikton, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Bin.

Way Mail Train at 8 15 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations between Phiindelphia and Baltimore.

Delaware Railroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate
stations.

Express Train at 11-45 A. M. (Sundays excepted), for
Baltimore and Washington, Stopping at hoster, Claymoret,
Wilmington, Newara, Fikton, Northeast, Perryville,
Bayle de Grace, Aberdeen, Perryman's, Edgewood, Mag
Night Express at 11 P. M. for Baltimore and Wash
ington.

Tassengers by Boat from Baltimore for Fortress Monfor Nortick, City Palm, and Eleberger of Fortress Monfor Nortick City Palm. Fassengers by Boat from Baltimore for Fortress Mon-be Nortelk, City Point, and Elchmond, will take the 11 45 A M (rain, VILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wat-Stopping at all Stations between Philadelphia and Wilmington
1 cave Philadelphia at 9 A. M., 12 30, 4 30, 6 and 11 20
P. M. The 4 30 P. M. train connects with Delaware
Railroad for Harrington and intermediate stations
1 cave Wilmington at 6 30, 7 15 and 9 30 A. M., 4 and 6 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.
Trains for New Castle seave Philadelphia at 9 A. M.,
4 35 and 5 P. M.
1 HROFGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 35 and 10 P. M.
CHI-TEN FO. PHILADELPHIA.
Leave Chester at 7 28, 7 35, 10 14 and 11 40 A. M., 4 45,
5 t., 7 28 and 10 36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Raitimore 7 5 A. M., Wav-mail 9 20 A. M.,
Express. 1 10 P. M., Express. 6 35 P. M., Express.
P. M., Express. 7 TRAINS FOR BALTIMORE

Teave Baltimore 7-5 A. M., Wav-mail 9-20 A. M., Express 116 P. M., Express 6-35 P. M., Express 8-25 P. M., Express 12-4 46 and 8-54 A. M., and 3-38 P. M. Leave Wilmington at 5-25 and 9-35 A. M., and 4-15 P. M. Freight Trains with Passenger Cars attisaced will leave as follows:—Wilmington for Perryville and intermediate stations at 6-55 P. M. Baltimore for Hayre-de Grace and intermediate stations at 4-5 P. M. Perryville for Wilmington and intermediate stations at 4-5 a. M., connecting at Wilmington with 7-15 A. M. train for Philipde phia.

SUNDAY TEALNS

de phia.

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington, stopping at a hoster, Wilminston, Newark Ethiogion, Stopping at Carrier, Night Express, 11 P. M. for Baltimore and Washington Algorithms of Train at 1130 P. M. for Wilmington and intermediate stations.

BAL/IMORE FOR PHILADELPHIA.

Leave I altimore at 825 P. M. stopping at Havre-de-Grac, Jerryville, and a limington. Also stops at Elkous and Newark for the apsengers for Philadelphia and leave passengers from Washington or Baltimore) and Closter to leave passengers urom Baltimore or Washington.

Accommodation Tram from Wi mington for Philadel phila and intermediate stations at 6 % r. M. 416 H. F. KLENEY, Superintendent. H F. KENNEY, Superintendent.

I OR NEW YORK,—THE CAMDEN AND amboy and Phi saciphia and Trenton Railroad ompany's Lines.

FROM PHILADELPHIA TO NEW YORK as follows, viz:— while the work of the company of

excepted.
At 7:30 and 11 A. M., 3 2:30 4:30, 5, and 6:45 P. M. a. d. a idnight for Bristol, Tremon, etc.
At 7:50 and 10 15 A. M., 12 M., 3 4.5 and 6:P. M., for Cornwell's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Franktord, and at 10:13 A. M. for Bristol Schenek's, Eddongton, and S.P. M. for Holmesburg, and intermediac stations.

bristol Schence's, Eddonton, and S.F. M for Holmesburg and Interneutate stations.
17:30 A. M. and 3:30 P. M. for Ningara Falls, Buffale,
Dunkirk Canandalgua, Elmira, Ithaca Owego, Bechesier Binghampton, Oswego, Syracuse, Great Bend,
Montrose Wilkesparre Scranton Stroudsburg, Water
Gap, Pelvicete, Esstor, Lambertville, slemington,
etc. 2 he 3:50 P. M. Line connects direct with the train
leaving Easton for Manch Chunk, Allentown, Bethiehem etc. hem. etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM P. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

BUMM ER ARRAS GFMENT.

The Trains of the Pennsylvania Central Bailroad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Pansenger Bailway, running to and from the Depot. The last car leaves Fiont 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 each Trains.

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 651 Chesnut street, will receive attention.

Mail Train.

will be at the risk of the owner, unless taken by special contract.

REIGHT LINES FOR NEW YORK AND 12 tai the Stations on the CAMDEN and AMBOY and connecting Railroads. INCRFASED DESPATCH.
THE CAMDEN AND AMBOY RAILFOAD AND THANSFOR ATION COMPANY TREIGHT LINES for New York will leave WALNUT Street Whaif at 8 o'clock P. M. daily (Sundays excepted).
Frieth tunst be delivered before 4% o'clock, to be forwarded the same cay.
Returning, the above lines will leave New York at 12 noon and a and 8 P. M.
Frieth tior Trenton. Princeton. Kingston, New Brunswick, and all points on the Camden and Amboy Railfoad; also, on the Bey dere. Delaware and Flemington, the New Jersey, the Frienhold and Jamesburg, and the Enrington and Mount Holly Railroads, received and forwarded up to 1 P. M.
The Belyldere be aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the De'sware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffaio, and other noints in Western New York
The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad, and at Newark with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad, and at Newark with the Morris and Essex Railroad.

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

N. B.—Increased taclities have been made for the N. B.—Increased tacilities have been made for the transfortation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. I, North River, as the shippers may designate at the time of shippers.

For terms, or other information, apply to
WALTER FREEMAN, Freight Agent,
No. 226 S. DELAWARE Avenue. Philadelphi

ORANGE AND ALEXANDRIA RAILROAD.

On and arrer MONDAY, February 12, two daily trains will run between Washington and Lynchburg connecting at Gordonsvi le with Virginia Central Radroad trains to and from Richmond as iollows:

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.43

A. M., and arrive at Lynchburg at 5.45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.28 P. M.

EXPRESS TRAIN.

Leave Washington daily (including Sunday) at 6.05 P.

M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington at 6.10 A. M.

Both trains making close connections at Lynchburg

Leave Lynchburg at 6:30 P. M. and arrive at wasning ton at 6:10 A. M.

Both trains making close connections 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 comfortable accommodations, but for the fact that it passes the naw historic localities of Pairax, Bull Run, Manassa, Bristoc, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimere and at the chasse of the road in Washington, I Alexandria