THE ATLANTIC CABLE.

The Newspaper Published on Board the "Great Eastern."

THE GREAT EASTERN TELEGRAPH, 1866, *and Test-Room Chronicle; containing all the Latest Home, Colonial, and Continental News; and being an Epitome of Political, Social, Ecclesiastical, Military, Naval, Legal, Artistic, Literary, Dramatic, Commercial, Electrical, Sporting, Geographical, Geological, Zoological, Mythological, and General Intelligence.*

[Telegrams Received Through the Cable During This Week.]

HOME NEWS.

JULY 15

SATURDAY'S NEWS.—No alteration in bank rate. Consols, 87¼.

Cork steamer *Osprey* in collision with H. M. S. *Amazon*, for Halifax, off Portland, July 6; both sundered; dozen drowned, rest reached Torquay in boats. *Amazon* put helm hard starboard.

JULY 16.

Cholera broke out at Liverpool; several deaths.

Birmingham Banking Company stopped payment on Saturday. Liabilities over two millions; 800 shareholders.

DARMSTADT, July 12, 2 A. M.—Princess Louise of Hesse gave birth to a princess.

Steamship *Hibernian* left Greencastle for Quebec Friday, 6 A. M.

HOUSE OF LORDS, Friday.—Enfield rifles to be converted into breech-loaders.

JULY 17.

Money market firm. Bank rate, 10. French bonds open ½ per cent. Birmingham Bank to be wound up in Chancery. Much local but no general suffering. London prices unaffected.

Ex-Chief Baron Pollock to be Baronet.

Lord Henry Lennox is now Secretary to the Admiralty.

Racoon leaves Valentia to-morrow for Queenstown.

JULY 19.

English funds risen ¾ per cent. Stock exchange rate for short loans on English securities, 5@7 per cent. General rate for good paper, 9@9½ per cent.

HOUSE OF COMMONS, Monday night.—New Ministers took their seats. Attorney-General said it was not intended to proceed with Bankruptcy bill this session. In reply to several members, General Peel said rifles altered to breech-loaders would be ready for our troops before end of financial year. Gladstone withdrew Reform bill.

Verdict of murder against the warder of Brighton for murder of his wife.

Prince of Wales and Duke of Edinburgh visited Scarborough Saturday.

JULY 19—Late.

Money well supported at yesterday's improvement. Great Western and Southeastern Railway stock, 1½ per cent. Money is easy on Stock Exchange. Short loans on Government securities, 7 to 6 per cent.

Mrs. Gordon declines to prosecute ex-Gov. Eyre. Mr. Blakey's ballot motion lost—197 to 119. Commission to inquire into the condition of mercantile marine—causes of falling off in numbers and efficiency in last twenty years. Mr. Henly objected to Government action. Sir Stafford Northcote objected also, but he pledged Government to institute full inquiry into the subject. Motion withdrawn. Parliament to be prorogued August 4. Lord St. Leonards gave notice of motion that should severance between Church at home and colonies take place, endowments of latter should revert to donors.

One hundred to eighty against Gladiateur for Goodwood Cup; thirty-three to one against Dragon for Derby, 1867.

JULY 21.

Reform League announced intention to hold demonstration in Hyde Park, notwithstanding prohibition of police.

Consols risen ½ per cent. Steady demand for United States bonds, which have risen ¾ per cent. Money plentiful on Stock Exchange; rate for short loans Government securities, 5 to 6 per cent.

HOUSE OF COMMONS.—Mr. Creary withdrew his Elective Franchise Education Tests bills. Election Returning Officers bill for giving votes referred to Select Committee. Debate on second reading of Mr. Gladstone's Church Rate bill. Mr Disraeli offered no objection to it, but could not pledge the Government to oppose the third reading.

First dinner of the Cobden Club met Saturday at the Star and Garter. Mr. Gladstone in the chair, supported by Earl Russell.

First delivery of breech-loaders to the War Office, August 4.

An influential deputation from Glasgow to Chancellor of the Exchequer, praying for a commission to inquire into working of Bank Act.

National Rifle Association's annual camp gathering on Wimbledon Common going off very merrily. A member of the London Scottish won the Queen's prize. Common illuminated every night. Theatrical concerts and hospitable festivities in honor of Britain volunteers.

Grand Volunteer Review in Hyde Park to-morrow (Saturday).

LONDON—Saturday Morning.—Lord Stanley declared last night, in Commons, England's policy pacific, observant, free from all engagements.

THE WAR IN GERMANY.

JULY 14.

General Cialdini is marching upon Rovigo with an army of more than 100,000 men and 200 guns. The Austrians have evacuated the whole territory between the Mincio and the Adige.

JULY 15.

PARIS, July 11, evening.—Italy has already declared to France not to accept a separate armistice. Impressions here very warlike, chances of peace having declined. French fleet on its way to Venice. French Commissioners ordered to occupy Venetia. Notice sent to headquarters of Prussians to announce armed mediation of the Emperor.

JULY 15—Late.

Prussians have declined armistice.

JULY 17.

Prussians had successful engagement before Olmutz yesterday; captured six guns. Further fighting expected to-day. Austrians withdrawing from Moravia towards Vienna.

JULY 7—Late.

Cialdini occupies Padua, Venice, both on the line of railway connecting Vienna and the Quadrilateral, Venice. Padua is only 23 miles from Venice. The only Austrian troops now having railway connection with Venice are those in Venice itself.

Conflict between Prussians and Federals on 13th. Prussians completely victorious. Federals evacuated Frankfort, Prussians marching there. Among the conditions of peace, Prussia and Italy include the re-establishment of Hungary. Count de Chambord's palace at Vienna is offered for sale.

JULY 19.

Prussians repeating victories, and gaining adhesions from small States. The main army, within 50 miles of Vienna, have cut the railway to Vienna. Austrian army between Prussians and Vienna; under Archduke, 160 000 men. Money and archives removed from Vienna to Comorn. Armament of French fleet stopped.

LONDON, Thursday Morning.—The Italians occupy Borgo Forte. Fleet left Ancona. The *Moniteur* denies Emperor contemplates armed mediation.

JULY 19—Late.

Frankfort is occupied by the Prussians, who are advancing on Vienna. Negotiations for a three days' truce between Prussians and Austrians have failed. All Austrian troops still in Vienna have retired to fortresses.

ITALY.—Volunteers defeated by Austrians at Condino, 16th instant. Prince Napoleon has gone from Paris on a special mission to headquarters of Victor Emanuel.

JULY 20.

ZARA, July 19.—Italian fleet, consisting of ironclad vessels and several steamers, opened attack on the island of Lissa, on the coast of Dalmatia. Result not known.

The *Moniteur* announces Prussia accepted basis of arrangement proposed by Napoleon. Agrees to abstain from hostilities for five days to await Austria's reply.

JULY 21.

Prussians crossed river, marched near Hohitzon, Hungary.

Austrians accepted proposal. Prussia abstains from hostilities for five days, during which Austria will have to notify acceptance of preliminaries of peace.

AMERICAN NEWS.

JULY 15.

China arrived. Monday abundant: Gold, 153½; Exchange on London, 167. Dreadful fire at Portland, half city burned, 2000 families homeless. Damage, $10,000,000.

JULY 16.

Yellow fever raging in Vera Cruz.

JULY 19.

Maryland has decided upon excluding negro testimony from the Courts at Smyrna. Fight between citizens and negroes reported. A fight between soldiers and negroes at Atlanta. Sweeney urges Indians to continue their preparations. Cholera gone from New York.

JULY 21.

Java arrived, New York 11th. Creoles revolted against Spanish Government at Puerto Principe, Cuba. Four Chilian ships disembarked 2000 men to assist insurgents.

GENERAL FOREIGN NEWS.

JULY 16.

DRAMMAU, NORWAY.—Fire, 300 houses burned, 2000 persons homeless. July 13.

JULY 19.

Great preparations at Cronstadt for grand reception of Captain Fox, bearing address from American Congress congratulating the Czar on his escape from assassination.

ATLANTIC TELEGRAPH CABLE.

SATURDAY, July 21, Noon.—Ship's time: Distance from Valencia, 952·3 knots; distance from Newfoundland, 716·7 knots; cable paid out, 1074 33 knots; percentage of slack on whole distance, 12·8.

ATLANTIC CABLE.

Composed by C. Scovell, Signalman.

We've travelled about a bit in our time,
And of flashes seen a few,
But the greatest flash at the present time
Is to flash the cable through.
Although small, we care not at all,
If our services prove true,
We'll sink all strife in this castle of life,
While laying the cable through.

CHORUS.

Then love a shipmate as yourself,
We all have something to do;
And never sit down with fear or frown,
While laying the cable through.
Some have wives to bless their lives,
Some lovers that may prove true;
So the whole day long, with a laugh and a song,
We'll lay the cable through.
We are on watch in light and in dark,
And do what we have to do;
We're careless of clime, and hope this time
To lay the cable through.

If a fog arise in the mid-day skies,
And the ships are lost to view;
The horn we'll sound that's heard all round,
While laying the cable through.
The sound that's heard are meant for words,
We hope to read them true;
And do our best before we rest,
To lay the cable through.

We have all parted from our friends,
And wished them all adieu;
But hope that it will not be long
Before the cable's through.
And then we will return again
In hopes to find them true;
So here's success to all employed
In laying the cable through.

The Atlantic Cable.

THE ABSENCE OF INTELLIGENCE FROM THE UNITED STATES TO THE 30TH JULY EXPLAINED.

The following telegram was received by Reuter's Telegram Company at 5·55, July 30, from Mr. R. A. Gloss:—

"VALENTIA, July 30.—The annexed despatch will explain the absence of intelligence from the United States and Canada, and the delay in this transmission of messages to places west of Newfoundland. The public will be glad to know that the obstruction is only temporary, and likely to be removed in the course of the present week. The Atlantic cable works with great perfection; the communication is rapid and distinct, at 6½ words or about 34 letters per minute.

"'Cyrus Field, Newfoundland, to Stewart and Glass, Valentia:—Many thanks for your congratulations. On our arrival here I learnt with much regret that Mr. Mackay had not been able with the appliances he had to repair the cable across.

"'I at once chartered the steamer *Bloodhound*, and she is now alongside the *Medway* taking in cable, grapnels, etc., and I leave to night (Sunday). We hope to get the cable reprired this week. I have chartered the steamer *Dauntless* to carry messages across until the cable is repaired, and she left for her destination this morning, and will be there on Monday night.'"

THE FIRST MESSAGE FROM AMERICA RECEIVED ON THE 31ST JULY.

The following telegram, being the first message from America by the cable, was received in London on the 31st July:—

NEW YORK, July 29 (morning).—The representatives of Tennessee have been admitted to Congress. Congress adjourned yesterday.

MESSAGE FROM THE COLONIAL SECRETARY TO THE GOVERNOR OF CANADA.

The following telegram has been forwarded by the Earl of Carnarvon to Viscount Monck, Ottawa, Canada:—

I am commanded by the Queen to convey to the Governor-General of her North American Provinces, Her Majesty's congratulations on the completion of the Atlantic Telegraph and the strengthening thereby of the unity of the British Empire.

Her Majesty includes her ancient Colony of Newfoundland in these congratulations to all her faithful subjects. CARNARVON.

July 28, 1866.

NEWS FROM THE UNITED STATES.

New York advices of August 1, received by the Atlantic Telegraph cable, appear in the English papers of the 4th, the day the *Cuba* sailed from Liverpool.

THE CABLE AND AMERICAN SECURITIES.

The London Daily News' City Article says:—"The process of equalization of prices as between England and America, through the medium of the cable, continues to prejudice the question of American securities."

GOVERNMENT SALES.

FINAL SALE OF QUARTERMASTERS' STORES AT THE CAVALRY DEPOT, GIESBORO, D. C.

QUARTERMASTER-GENERAL'S OFFICE, (First Division) WASHINGTON, D. C., August 10, 1866.

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

8000 feet Hickory, Ash, and Oak Plank.
2000 feet one and two-inch Gum Hose,
18 tons T Railroad Iron,
1072 lbs. cast iron Railroad Chairs,
9 Hand Cars,
6 Warehouse Trucks,
3 Wagons (two-horse),
1 Hay Scale (Fairbanks),
3 Platform Scales (Fairbanks),
3 Counter Scales (Fairbanks'),
5 Portable Forges,
4 Smith's Bellows,
18 Anvils,
1 Fire Bender,
1 Tire Drill,
1 Hand Drill,
1 Fanning Mill,
75 Gum Buckets
1 Work-hour Bell (large),
Medicines, Bitters, etc.

ALSO,

Office Desks, Tables, Chairs, Wardrobes, Stationery Cases, Iron Bedsteads, Cooking and Heating Stoves, Cooking Utensils, Bar and Scrap-Iron, Spokes, Felloes, Wagon Wheels, Halters, Cold Chisels, Files, Hammers, Farrier Knives, Punches, Stocks and Dies, Heading Tools, Travellers, Vices, Wrenches, Adzes, Augers, Braces and Bits, Wood Clamps, Tenon Cutters, Gouges, Hatchets, Drawing Knives, Spirits Levels, Tape Lines,
Planes, Glue Pots, Saw Sets, Hand-Saws, Cross-cut Saws, Iron Squares, Trying Squares, Broad Axes, Callipers, Compasses, Mallets, Pincers, Screwdrivers, Spokeshaves, Splitting Guages, Round and Straight Knives, Cutting Plyers, Rivet Sets, Claw and Edge Tools, Pricking Wheels, Paint Brushes, Paint Cans, Paint Muller, Paint Stone, Paint Mill, Paints, Colors, Venetian Red, Grindstones and Frames, Soldering Irons, Lumber Rule, Wheelbarrows, &c., &c.

Together with many other articles not above enumerated.

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

Terms—Cash, in Government funds.

A boat for Giesboro 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.

CONDEMNED QUARTERMASTER STORES AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., August 16, 1866.

Will be sold at public auction, under the direction of Brevet Brigadier-General Charles H. Thompkins, Quartermaster U. S. A., at Lincoln Depot, on MONDAY, August 27, commencing at 10 A. M., a large lot of condemned Quartermaster property, consisting in part of about—

100 Army Wagons,
50 Ambulances,
3800 pounds Rope, assorted,
10,000 pounds Scrap and old Tire Iron,
5659 Breast, halter, and trace Chains,
4519 Ambulance, Wagon and McC. Riding Bridles,
700 McC and other Saddles,
50 sets Ambulance Harness,
4223 Horse and Mule collars,
500 Chopping Axes,
500 Shovels,
300 Spades,
500 feet of Hose,
821 Buckets,
214 Blankets,
247 Lanterns,
12 boxes win'w Glass,
85 Glazed Sash,
436 Martingales with Hames,
Wagon Covers,
Saddlers', Blacksmiths', and Carpenters' Tools,
Stove-pipe,
Office Chairs, Desks, Tables, Stoves, Book-cases, etc. etc.

Sale will be continued from day to day until all the property is sold.

Purchasers must remove property within five days from day of sale.

Terms—Cash, in Government funds.

D. H. RUCKER,
Bvt. Maj.-Gen. and Chief Quartermaster,
8 17 8t Depot of Washington.

GOVERNMENT SALES.

EXTENSIVE AUCTION SALE OF GOVERNMENT TOBACCO. SEVERAL HUNDRED HOGSHEADS OF FINE VIRGINIA LEAF.

TREASURY DEPARTMENT, CUSTOM HOUSE, RICHMOND, Va., August 5, 1866.

In compliance with instructions from H. A. Risley, Esq., Supervising Special Agent, there will be sold, to the highest bidder, at public auction, at 11 o'clock in the forenoon of WEDNESDAY, the 5th day of September next, at WINSTON'S BUILDING, corner of FOURTEENTH and CARY Streets, in the city of RICHMOND, Virginia, the following described

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, Pittsylvania, 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, some three or four hundred hogsheads more may be added to the sale, which will complete the disposition of Virginia Tobacco for Government account.

Samples of each hogshead will be ready for inspection at the salesroom ten days preceding the day of sale.

Terms—Cash, in Government funds.

JOHN S. LOOMIS,
8 15 5w Assistant Special Agent.

SALE OF UNITED STATES MILITARY RAILROAD PROPERTY.

OFFICE OF ASST. Q. M. U. S. MIL. R. R. No. 250 G street, WASHINGTON, D. C., August 3, 1866.

Will be sold at public auction, at Alexandria, Va., on THURSDAY, August 23, the balance of United States Military Railroad Property remaining on hand at that place, consisting in part as follows:—

Two second-class serviceable Locomotive Engines, Norris & Son, builders; gauge, 4 feet 8½ inches.
One Tender Truck, two small Truck Cars.
One hundred pairs second-hand Car Wheels axles.
Seventy tons "T" Railroad Iron (45 lbs. to the yard), nearly new; fifteen Stoves; two fifteen-ton Hydraulic Jacks, and ten tons unserviceable Railroad Iron.
(25) Twenty-five tons Wrought and Cast Scrap Iron, second-hand Railroad Spikes, Chairs, Rubber Loops, Broad Axes, Mauls, Platform 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 Wharf, where the Locomotives, Railroad Iron, and Car Wheels are stored. The balance of the articles will be sold at the Railroad Supply Store, near the Orange and Alexandria Depot.

Will be sold at Pittsburg, Pa., at eleven o'clock A. M., on TUESDAY, August 28,

Eleven new Box Cars, five feet gauge; Pennock & Co., Kennett Square, Chester county, Penna., builders.

Terms—Cash, in Government funds.

Any further information relative to the property will be furnished on application at this office.

F. J. CRILLY,
8 7 3w Bvt. Major and A. Q. M., U. S. Army.

TELEGRAPH MATERIALS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., August 6, 1866.

Will be sold at public auction, under the direction of Brevet Lieutenant Colonel James M. Moore, Assistant Quartermaster, at Warehouse on G street, near Twentieth street, Washington, on THURSDAY, August 30, at 10 A. M., the following Telegraph Materials, &c.:—

22 Beardsley's Signal Telegraph Instruments and Cases.
24 Beardsley's Instruments.
12 Augers.
10 Crowbars.
4 Cutting Pivers.
2 Dial Handles.
10 Hammers.
7 Oilers.
3 Pruning Knives.
5 Large Reel Stands.
18 Small Reel Stands.
6 Rubber Cement Flasks.
8 Soldering Acid Bottles.
6 Rubber Sleeves, 3½ in.
6 Large Gear.
6 Small Gear.
8 Rings.
72 Notices and Straps.
288 Insulators for Battery
240 Porous Cups.
162 (15½ oz. A. o. d.) Platina Strips.
17½ oz. A. o. d. Platina Strips.
230 pounds Mercury.
1065 pounds Nitric Acid.
6 carboys Sulphuric Acid.
1400 pounds Nails, 40d and 60d.
2800 Insulators, Bracket.
50 Empty Carboys.
95,000 pounds Wire Iron.
66 miles Insulated Telegraph Wire.
106 Reels for Wire.
43 Reel Stands, small.
10 Reel Stands, centre.
1 Platform Scale.
198 Insulators, block.
1 Coal Stove, with Pipe.
23 Tool Boxes.
44 Hall Reels.
73 Empty Reels.
67 Reel Stands.
16 Reel Stands, delivery.
6 Reel Handles.
3 spools Copper Wire, No. 23.
5 spools Copper Wire, No. 30.
7 pounds Gutta Percha (in shee's).
117 Iron Spikes.
31 Insulated Bending Screws.
29 Rubber Rings.
60 cells Portable Field Telegraph Battery.
303 Zincs for Grove Battery.
6 Empty Mercury Flasks (iron), with Screw Wrenches, Screw Drivers, Spirit Lamps, Soldering Irons, etc.

Terms—Cash, in Government funds.

Ten days will be granted purchasers in which to remove their goods.

D. H. RUCKER,
Bvt. Maj. Gen. and Chief Quartermaster,
8 7 19t Depot of Washington, D. C.

LUMBER FOR WAGON-MAKERS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., August 2, 1866.

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:—

About 30,000 feet 2 inch Oak Plank.
" 50,000 feet 2½ " " "
" 110 000 feet 3 " "
" 7 000 feet 3½ " "
" 50,000 feet 4 " "
" 10 000 feet 5 " "
" 15,000 feet 1½ " Ash Plank.
" 60 000 feet 4 " " "
" 20,000 feet 5 " " "
" 10,000 feet 2 " Hickory Plank.
" 5,000 feet 3 " " "
" 8 000 feet 4 " " "
" 20,000 feet ¾ " Poplar Boards.

This sale is well worthy the attention of Carriage makers, as this is a superior lot of well-seasoned lumber. 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 fifteen days from day of sale.

D. H. RUCKER,
Brevet Major-Gen. and Chief Quartermaster,
8 3 16t Depot of Washington.

CLOTHING DEPOT, SCHUYLKILL ARSENAL,

PHILADELPHIA, August —, 1866.

SALE OF CLOTHING AND EQUIPAGE.

Will be sold at Public Auction, on account of the United States, at the Schuylkill Arsenal, GRAY'S FERRY ROAD, Philadelphia, on Saturday, August 25, 1866, at 10 o'clock A. M., the following-named articles of unserviceable Clothing and Equipage, viz.:—

Hat Cords, Eagles, Uniform Coats, Jackets, Flannel Sack Coats, Metallic Scales, Sashes, Trowsers, Bootees, Great Coats, Water-proof Ponchos, Cross Cannon, Bed-sacks, Shoulder-scale Fastenings, Knapsacks, Haversacks, Canteens, Axes, Camp Kettles, Mess Pans, Hatchets and Handles, Trumpets, Drums, Wall Tents and Flies, Tent-poles and Pins, Common Tents, Shelter Tents, Picks and Handles.

The property must be removed within five (5) days from day of sale.

Terms—Cash, in Government funds.

By order of
Brev. Brig.-Gen. GEORGE H. CROSMAN,
Assistant Quartermaster-General U. S. Army.
Bvt. Major HENRY W. JANES, A. Q. M., U. S. A.
Executive and Inspecting Officer,
8 17 7t Philadelphia

UNITED STATES STEAMER "CANONICUS" AT PUBLIC SALE.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Md., August 11, 1866.

Will be sold at her anchorage, south side of basin, at Baltimore, Maryland, the above-named United States steamer, on THURSDAY, August 23, at 10 o'clock A. M., together with the Boats, Anchors, Stores, Donkey Engine, etc. etc., now on board.

She is a side-wheel steamer, of 420 tons; length on deck, 179 feet; breadth of beam, 20 feet 10 inches; draught, 6 feet; has one low pressure steam engine; diameter of cylinder, 36 inches; stroke of piston, 12 feet. In running order, and well found in her outfit; now only sold for want of further use by the Government.

Terms—Cash, in Government funds, on the day of sale.

By order of the Quartermaster-General.

G. W. BRADLEY,
Colonel and Chief Quartermaster M. M. D.
ADREON, THOMAS & CO.,
8 17 5t Auctioneers.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, July 2, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—

Express Train at 4 15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

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

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point, and Richmond, will take the 11·45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 4·30, 6, and 11·30 P. M. The 4·30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6 30, 7·15 and 6·30 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 leave Philadelphia at 9 A. M., 4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4·36 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 28, 7·55, 10·14, and 11·49 A. M., 4·43, 5·10, 7·26 and 10 56 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-mail, 9·20 A. M., Express, 1 10 P. M., Express, 6·35 P. M., Express 8·25 P. M., Express.

TRAINS FOR BALTIMORE

Leave Chester at 4 40 and 8 52 A. M., and 3·38 P. M.

Leave Wilmington at 5 23 and 9 33 A. M. and 4·15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Perryville 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 intermediate stations at 4·20 A. M., connecting at Wilmington with 7·15 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4·15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast Perryville Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's, and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington

Accommodation Train at 11 30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8·25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6 70 P. M.

8 16 B. F. KENNEY, Superintendent.

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

FROM PHILADELPHIA TO NEW YORK

and Way Places, from Walnut Street Wharf, will leave as follows, viz.:— FARE

At 5 A. M., via Camden and Amboy, Accommodation $2 25
At 8 A. M., via Camden and Jersey City Express 3 00
At 2 P. M., via Camden and Amboy Express 3 00
At 6 P. M., via Camden and Amboy Accommodation 2 25
At 11 P. M., via Camden and Amboy Accommodation, 2d class 1 50

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Jerrerton, and Vincentown. At 5 A. M. and 2 P. M. for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11·30 P. M. for Fishtown, Penn'a, Riverton, Riverton Progress, Delanco, Beverly, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4·30 and 7 P. M., and 2 P. M. (Night), via Kensington and Jersey City Express Lines, fare $3·00. The 0·40 P. M. Line will run daily. All other Sundays excepted.

At 7·30 and 11 A. M., 3 3·30, 4·30, 5, and 6 45 P. M. and 12 Night, for Bristol, Trenton, etc.

At 7 and 10 15 A. M., 12 M., 3 45, and 6 P. M., for Cornwells, Terrsdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.

At 7·30 A. M., and 3·30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Shoondsburg, Water Gap, Delvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

June 1, 1866. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.—SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Train. Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train ..... at 8·00 A. M.
Day Express ..... at 10·00 "
Paoli Accommodation, No. 1 ..... at 11·00 "
Fast Line and Erie Express* ..... at 12 00 M.
Harrisburg Accommodation ..... at 3 30 P. M
Lancaster Accommodation ..... at 4·00 "
Paoli Accommodation No. 2 ..... at 5·00 "
Pittsburgh and Erie Mail** ..... at 8·00 "
Paoli Accommodation, No. 3 ..... at 10 00 "
Philadelphia Express† ..... at 11·10 "

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express† ..... at 12·40 A. M
Philadelphia Express† ..... at 7·10 "
Paoli Accommodation, No. 1 ..... at 8 20 "
Columbia Train ..... at 9·00 "
Lancaster Train ..... at 12·40 P. M
Fast Line ..... at 1·10 "
Paoli Accommodation, No. 2 ..... at 4 10 "
Day Express ..... at 5·50 "
Paoli Accommodation, No. 3 ..... at 7·30 "
Harrisburg Accommodation ..... at 9·50 "

* Daily, except Saturday. † Daily. ‡ Daily, except Monday. All other Trains daily, except Sunday.

Running through from Philadelphia to Pittsburgh and Erie without change of cars.

Sunday Accommodation Trains for Paoli and intermediate stations leave Philadelphia at 8·00 A. M. and 7 00 P. M., returning leave Paoli at 6 30 A. M. and 4·00 P. M.

TICKET OFFICE.

Is located at No. 621 Chesnut street, where Tickets to all important points may be procured, and full information given by JOHN C. ALLEN, Ticket Agent.

Also at Thirty-first and Market streets, on application to THOMAS H. PARKE, Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to FRANCIS FUNK, No. 137 DOCK Street.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. 3 12

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads, INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

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

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 4 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment.

For terms, or other information, apply to

WALTER FREEMAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphia

ORANGE AND ALEXANDRIA RAILROAD.—On and after MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsville with Virginia Central Railroad trains to and from Richmond, as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6·40 A. M., and arrive at Lynchburg at 5·40 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5·50 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 P. M. and arrive at Washington 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 now historic localities of Fairfax, Bull Run, Manassas, Bristoe, 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 Baltimore and at the offices of the road in Washington and Alexandria.

W. H. MCCAFFERTY,
General Superintendent.

RAILROAD LINES.

READING RAILROAD GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1866.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M., for Reading and intermediate Stations.

MORNING EXPRESS.

At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Biggerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc.; and the Lebanon Valley trains for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Shepherstown, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION