NEW POEM BY JOHN G. WHITTIER. John G. Whittier contributes to the July number of the Atlantic Monthly a poem entitled FREEDOM IN BRAZIL. With clearer light, Cross of the South, shine In blue Brazilian skies; And thou, Oh! river! cleaving half the earth From the great mountains to the Atlantic waves Thy joy's long anthem pour. Yet a tew days (God make them less!) and Shall shame thy pride no more. No fettered feet thy shaded margins press; But all men shall walk free Where thou, the high priest of the wilderness, Hast wedded sea to sea. And thou, great-hearted Ruler, through whose The word of God is said
Once more, "Let there be light!"—Son of the
South, Lift up thy honored head, Wear, unshamed, a crown by thy desert More than by birth thy own, Careless of watch and ward; thou art begirt The mosted wall and battle-ship may fail,
But safe shall justice prove;
Stronger than greaves of brass or iron mail The panoply of love.

Crowned doubly by man's blessing and God's Thy future is secure: Who frees a people makes his statue's place In time's Valhalla sure, Lo! from his Neva's banks the Scythian Czar Stretches to thee his hand, Who, with the pencil of the Northern star,

Wrote treedom on his land. And he whose grave is holy by our calm And prairied Sangamon, From his gaunt hand shall drop the martyr's To greet thee with "Well done!" And thou, O Earth! with smiles; thy face make

And let thy wail be stilled, To hear the Muse of Prophecy repeat Her promise half fulfilled. The voice that spake at Nazareth speaks still, No sound thereof hath died; Alike thy hope and Heaven's eternal will Shali yet be satisfied, The years are slow, the vision tarrieth long,

And far the end may be; But one by one, the fiends of ancient wrong Go out and leave thee free.

IMPORTANT MINING OPERATIONS .- At Coton Park, a few miles from Gresley, England, a wealthy company is now sinking for coal at a point away from any coal-field, and the geoogical maps show that there is none in the neighborhood. The work is exciting a great deal of interest among all connected with the

RAILROAD LINES.

NORTH PENNSYLVANIA RAILBOAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct roate to Bethlehem. Allentown, Mauch Chunk, Hazeiton. White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehign, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia. N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

On and sher WEDNESDAY May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—
A17-36 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvacia Railroad, connecting at Bethlehem with Lehigh Valley Railroad, for Allentown, Catasanqua, Siating con, Mauch Chunk, Weatherly. Jeansylie, Hazeiton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catashasa Railroad, for Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, possing Bethlehem at 11-55 P. M., for Esseton, and points on New Jersey Central Railroad to New York.

At 848 A. M.—Accommodation for Doylestown, stop-York, At 848 A. M.—Accommodation for Doyleatown, stopping at all intermediate stations. Passengers for Willow Grove, Hatbero, and Harteville, by this

Willow Grove, Hatbero, and Hartsville, by this train, take the stage at Old York road.

At 10 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1 39 F. M.—Express for Bethiehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quakertown.

At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales for Summeytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harisville, take stage at Abingt is for Lumberville at Doylestown.

At 520 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Manch Chunk.

At 520 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11730 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 918 A. M., 205 and 849 P. M., 206 P. M. train makes direct connection with Lebigh Volley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1120 A. M., arrive in Philadelphia at 205 P. M., passengers leave Wilkesbarre at 130 P. M., connect at Bethlehem at 616 P. M., and arrive in Philadelphia at 8-98 P. M. at 8:40 P. M. From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

From Doylestown at \$25 A. M., \$40 P. M., and \$76 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 355 P. M.
ON SUNDAYS.
Philadelphia for Bethlenem at \$30 A. M.
Philadelphia for Boylestown at 245 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlelsem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.
* Tickets sold and Baggage checked through to prin-

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,

No. 105 S. FIFTH Street. DENNSYLVANIA CENTRAL BAILROAD. SUMMER TIME, TAKING EFFECT JUNE 2, 1867.
The trains of the Pennsylvania Central Railroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the cars of the
Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one
square of it.
On Sundays. The Market Street

square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.
Sleepleg Car Tickets can be had on application at the Ticket Office. N. W. cor. Ninth and Chesnut streets.
Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. col Chesnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ :-Charling Express 7:30 P. M. Paoli Accommodation, No. 3. 9:00 P. M. Philadelphia Express 1:45 P. M. Erie Mail leaves daily, except Saturday. Philadelphia Express loaves daily, All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, when the sunday threat.

accommodations, apply to FRANCIS FUNK,
No. 187 DOCK Street
TRAINS ARRIVE AT DEPOT, VIZ.:-

Erie Mail
Paoli Accommodation. No. 1...
Parkesburg Train
Lancaster Train
Past Line and Frie Express
Pauli Accommodation, No. 2...
Day Express
Paoli Accommodation, No. 8...
Paoli Accommodation, No. 8...

Pasii Accommodation, No.

Harrisburg Accommodation.

For further information apply to

For further information apply to

JOHN C. ALLEN, Ticket Agent,

No. Set CHESNUT Street,

SAMUEL R. WALLACE,

Ticket Agent at the Depos.

The Pennsylvania Raliroad Company will not assume any risk for Haggage, except for Wearing Apparel, and limit their responsibility to One Hundred Itoliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, al Superlutendent, Altoons, Pa.

RAILROAD LINES,

PEADING RAILROAD
REATTRUNK LINE
ROM FHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE SCHUYLKILL SUS
QUEHANNA CUMBERLAND AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS,
UMMER ARRANGEMENT OF PASSENGER
TRAINS, May 8, 1897,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:

and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION,
A17:80 A. M., for Reading and intermediate Stations,
Beturning, leaves Reading at 6:50 P. M., arriving in
Philadelphia at 9:10 P. M.

MORNING EXPRESS,
A18:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Allentown, Wilkesbarre, Pitston, York, Oarlisie,
Chambersburg, Hagerstown, etc. etc.
This train connects at IEADING with East Pennsylvania Railroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc., at PORT
CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Camberland Valley
and Schuyikill and Susquebanos Talos for Northumberland, Williamspors, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at \$20 P. M., for Reading Pottaville, Barrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Poissown at \$20 A. M., Stopping at Intermediate Stations: arrives in Philadelphia at \$40 A. M., Returning, leaves Philadelphia at \$40 P. M.; arrives in Pottstown at \$45 P. M.

READING ACCOMMODATION

Leaves Reading at 730 A. M., stopping at all way stations, arriving at Philadelphia at \$60 P. M.; arrives in Reading at 740 P. M.

Returning, leaves Philadelphia at \$60 P. M.; arrives in Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at \$45 A. M., arriving in Philadelphia at 100 P. M.; Afternoon trains leave Harrisburg at 270 P. M.; Pottsville at \$45 P. M., arriving in Philadelphia at 648 P. M.

HARRISHURG ACCOMMODATION HARRISBURG ACCOMMODATION

HARRISHURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philiadelphia at 5:10 P. M.
Market train, with passenger car stached, leaves Philadelphia at 12:45 noon for Pottsville and all way stations. Leaves Pottsvilleat 7:00 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted. Sinday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:23 P. M.

Reading at 8:00 A. M., returning from Reading at 423 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:06 P. M.

NEW YORK EXPRESS FOR PITTSBURG AN1

Leaves New York at 9 A. M., and 5 and 8 P. M. passing Reading at 1:00 A. M. and 1:50 and 1:06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M., and 2:9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:30 and 1:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:30 P. M. sleeping cars accompany these trains through between lersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 216 P. M. Mail train for Harrisburg leaves New York

SCHUYLKILL VALLEY RAILROAD,
Trains leave Polisville at 7 and 11-20 A. M., and 7-18
P. M., returning from Tamaqua at 7-35 A. M. and 1-40
and 4-15 P. M. and 4 to P. M.

St. HUYLKILL, AND SUSQUEHANNA RAILROAD
Trains leave Auburn at 750 A. M. for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 350 P. M., and from Tromont at 735 A. M. and 525 P. M.

Through first-class tickets and emigrant tickets to
alt the principal points in the North and West and
Canada.

alt the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are said by Morning Accommodation, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are soid at Reading and intermediate stations, by Reading and Potistown Accommodation trains, at reduced rates.

The tollowing tickets are obtainable only at the office of S. BRADIFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52.50 each for iamilies and firms.

SEASON TICKETS.

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

CLERGY MEN.

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

EXCURSION TICKETS

cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturdisy, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streets.

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

FREIGHT TRAINS

Leave Philadelphia daily at 520 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points forward.

MALLS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

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At 8 A. M., 2 and 2 P. M., for Route Holly, Ewans-ville, Pemberton, Birmingham, and Vincentown, and at 6 P. M. for Mount Holly only. At 5 A. M. and 2 P. M. for Freehold. At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton. At 5, 8 and 10 A. M., 1, 2, 4, 5, 6, and 11 30 P. M., for Bordentown. Burlington, Beverly, and Delianco. At 5 and 10 A. M. 1, 2, 3, 5, 6, and 11 30 P. M., for Florence. Torence.
At 5 and 10 A. M., 1, 4, 5, 8, and 11:30 P. M., for Edge-vater, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish House The i and I'm P. M. Lines leave from Market Street Ferry, upper side. Street Ferry, upper side.

Will leave as follows:—
At 11 A, M., 4'30 P, M., and 12 P, M., (night), via Kensington and Jersey City, New York Express Lines, eington and Jersey Chy, New Tay, 230, 5, and 12 P. M., At 8, 10 15 and 11 A. M., 2-30, 3-30, 2-30, 5, and 12 P. M., for Trenton and Bristol.
At 8 and 10 15 A. M., 2-30, 8, and 12 P. M., for Morrisville and Tullytown.
At 8 and 10 15 A. M., 2-30, 4-30, 5, and 12 P. M., tor Schencks. Schencks.

At 10:15 A. M., 2:30 and 5 P. M., for Eddington.

At 7:30 and 10:15 A. M., 2:30, 4:5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmsburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmsburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD.

For the Delaware River Velley, Northera Pennsylvania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows:—

follows:—
At 8 A. M. for Niagara Falls, Buffalo, Dnukirk,
Canandaigua, Elmira, Ithaca, Owego, Rochester,
Binghamton Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 3'80 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 170 and e 30 P. M. Washington and New York
Express Lines, via Jersey City, Fare, §3 2).
The 630 P. M. Line will run daily. All others, Sundays excepted,
June 3d, 1867.

WM. H. GATZMER, Agent,
June 3d, 1867. June 3d, 1867. FREIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND and connecting Railroads, INCREASED DESPATCH, THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 10'clock P. M. daily (Sundays excepted), Freight must be delivered before 4½ 0'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 neon, and 4 and 6 P. M.

Freight for Trepton Princeton, Kingstou, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware and Flomington, the New Jersey, the Freehold and Jamesbarg, and the Burlington and Mount Holly Raliroads, received and forwarded up to 1 P. M.

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

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

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

stance, be sent with each load of goods, or no receipt will be given.

N. H.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantitie of five carloads or more, it will be delivered at the too of Fortieth street, near the Drove Yard, or at Plar Nei, North Biver, as the shippers may designate at the lime of shipment, For terms, or other information apply to WAI/TER FREEMAN, Freight Agent, Iti No. 25 S. DELAWARE Avenue, Philada

BAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILEOAD.

TIME TABLE.

Commencing MONDAY, Jone 2 1507, Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted) for Estimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11:30 A. M. (Sundays excepted) for Haltimore and Washington.

Express Train at 12:30 A. M. (Sundays excepted) for Baitimore and Washington.

Express Train at 3:30 P. M. (Sundays excepted) for Baitimore and Washington. Stopping at Chester, Thurley, Linwood, Claymont, Wilmington, Newbort, Station, Newark, Elston, Northesst, Charlestown, Perry Mile, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Roa. Connects at Wilmington with Delaways Hairond Line, stopping at Newcastic, Middletown, Clayton, Smyrna, Dover, Camden, Feiton, Harrington, Milford Seaford, Sailsbury, Princess Anne, and connecting at Cristleid with Boat for Norfolk, Pertsmouth, and the South, Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Washington.
Passengers by Boat from Baltimore for Fortress
Mource and No folk will take the 1126 A. M. Train.
WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and
Wilmington. Witmington.
Leave Philadelphia at 12:20, 4:20, 5:00, and 11:20 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Dover and intermediate sta-

belaware Railroad for Dover and intermediate stations.

Leave Wilmington 7:00 and \$ A. M., 2:00 and 6:20 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:23 A. M., Way Mail, 9:25 A. M.,

Express, 2:15 P. M., Express, 8:35 P. M., Express

5:15 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at \$55 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Wilmington. Also stops at North-East, Elkton, and Newark to take passenger for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passenger from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 225 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this office can have their baggage checked) at their residence by the Union Transfer Company.

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H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAH, ROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
On and atter SATURDAY. June 1, 1887. Trains with
leave Depot, THIRTY-FIRST and CHESNUT Streets
as follows:— WEST CHESTER TRAINS.

WEST CHESTER TRAINS, Leave Philadelphia for West Chester, at 7-15 A 11 A. M., 2-30 P. M., 4-15 P. M., 4-30 P. M., 6-25, and P. M. 1 Leave Philadelphia for West Chester, at 745 A. M., 14 A. M., 230 P. M., 445 P. M., 450 P. M., 623. and 1070 P. M. 1

Leave West Chester for Philadelphia, from Depot on East Market street, at 645 A. M., 745 A. M., 740 and 1045 A. M., 155 P. M., 450 and 650 P. M.

Trains leaving West Chester at 750 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.

Passangers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

The Chesnut and Walnut Street care connect with all of the above trains, carrying passengers down Chesnut street, past the principal notels and the Camden'and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the 64 pot.

ON SUNDAYS.

Leave Philadelphia at 850 A. M. and 2 P. M.

Leave West Chester at 745 A. M. and 5 P. M.

City Passenger cars, on Market street, will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 745 A. M. and 450 P. M., convect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case he responsible for an amount exceeding one hundred dollars unless a special contract is made, for the lance.

BHILADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND

On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 65, 10, 11, 12 A. M., 1, 354, 354, 4, 5, 554, 610, 7, 8, 9, 10, 11 12 P. M.

Leave Germantown 6, 7, 756, 8, 8, 20, 9, 10, 11, 12 A. M.

Leave Germantown 6, 7, 756, 8, 820, 9, 10, 11, 12 A. M.

The 820 Down Train and 354 and 854 Up Trains will not step on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 915 A. M., 2, 7, 1054 P. M.

Leave Philadelphia 8, 8, 10, 12 A. M., 2, 334, 534, 7, 9 and 11 P. M.

and II P. M.
Leave Cheanut Hill 7:10, 8, 9:40, and II:40 A. M. 1:40, 1:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS,
Leave Philadelphia 9; A. M. 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M. 12:40, 5:40, and 9:25

P. M. POR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11 vs A. M. 1%, 3, 15, 55, 64, 8 05, and 11½ P. M. Leave Norristown 5 40, 7, 7 50, 9, and 11 A. M. 1½, 5.

Leave Norristown 5-40, 7, 7-30, 9, and 11 A. M. 134, 5, 435, 634, and 834 P. M. ON SUNDAYS,

Leave Philadelphia 9 A. M., 2-30 and 8 P. M.

Leave Norristown 7 A. M., 5-30 and 8 P. M.

Leave Philadelphia 6, 734, 9, and 11-05 A. M. 134, 3, 435, 634, 636, 535, and 1132 P. M.

Leave Manyank 6-10, 735, 8-20, 932, and 1134 A. M. 2 334, 6, 634, 9, and 1034 P. M.

Leave Manyank 6-10, 755, 8-20, 932, and 1134 A. M. 2 M.

Leave Philadelphia 9 A. M. 8 3 and 734 P. M.

Leave Manayank 735 A. M. 6 and 932 P. M.

W. S. WILSON, General Superintendent.

30 Depot. NINTH and GREEN Streets.

W EST JERSEY RAILROAD LINES FROM foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, June 12, 1867.
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Fatem, Vinciand, Milville, and intermedate points, at 8 A. M., and 350 P. M.
For Woodbury, 8 A. M., 330 and 6 P. M.
RETURNING TRAINS LEAVE
Bridgetown at 25% A. M. and 25 P. M.

Bridgetown at 745 A. M. and 323 P. M.
Salem at 645 A. M. and 329 P. M.
Salem at 645 A. M. and 329 P. M.
Miliville at 655 A. M. and 327 P. M.
Vineland, 713 A. M. and 327 P. M.
Woodbury at 715 and 849 A. M., and 454 P. M.
Freight will be received at Seco...d Covered Whant
below Walnut street, from 740 A. M. until 540 P. M.
Freight received before 940 A. M. will go forward the
same day.

ame day.
Freight Delivery, No. 228 S. DELAWARE Avenus,
TRAINS FOR CAPE MAY.

TRAINS FOR CAPE MAY,
S-60 A, M. Morning Mail.
a-30 F.M. Cape May, Passenger,
REFURNING LEAVE CAPE ISLAND.
5-60 A.M. Mounting Mail
12-45 F.M. Cape May Passenger,
Commutation fick-is, good for ONE, THREE, or
TWELVE months, can be procured at the Office, of
the Company in Camden.
Through tickets can be procured at No. 828 Cheanut
street (under the Conlinental Hotel). Persons
purchasing lickets at this office can have their pagagge checked at their residence by the Union Transier Company. er Company.
6 10 WILLIAM J. SEWELL, Superintendent, DHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELFGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Railroad will run as follows:

follows:

Mail Train leaves Philadelphia.

Leaves Williamsport.

Erio Express leaves Philadelphia.

leaves Williamsport.

Leaves Williamsport.

Elmira Mail leaves Philadelphia.

Leaves Williamsport.

Leaves Williamsport.

Leaves Williamsport.

Leaves Williamsport.

Leaves Williamsport.

Leaves Williamsport.

Exprives at Lock Haven.

EASTWARD. Ma'l Train leaves Eris
" leaves Williamsport..."
" arrives at Philadelphia..... Oil City at \$25 P. M.

Leaving Philadelphia at 7:50 P. M., arrive at Oil City at 4:25 P. M.

All trains on Warren and Franklin Rallway make close connections at Oil City with trains for Franklin and Petroleum Centre.

Baggage checked through ALFRED L. TYLER,

General Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements.
On and atter SATURDAY, June 1, 1887, Trains will leave Philadelphia, from the Bept of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT-Streets (West Philadelphia), at 7:15 A. M. and 150 P M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 2:25 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:00 M., and Kennstt at 1:00 P.HM., connecting at West Chester Junction with a Train for Philadelphia, On Wednesdays and Saturdays trains leave Philadelphia at 2:30 F. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Poach Pottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford, with the Alternoon Train for Philadelphia.

The Train leaving Philadelphia at 1:00 P. M., runs to Rising Sun, Md.

Passengers all, wed to take wearing apparel only, as baggage, and the Oringary will not in any case be responsible for an Lancaster be made for the same.

5 112 HENRY WOOD, General Sup't.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAPETY INSU-lature of Pennsy vania, 1886, Office, S. E. corner of THIRD and WALNUT Streets MARINE INSURANCES on vessels, cargo, and freight, to all parts of the world, on goods by river, canea, lake, and land carriage, to all parts of the Union.
FIRE INSURANCES

on merchandles generally.
On stores, Dwelling Houses, etc ASSETS OF THE COMPANY,
November 1, 1806.
\$100,000 United States 5 For Cept Loan,
120,000 United States 6 Per Cent, Loan, 120,000 United States 7 8-10 Per Cent. Loan, Soc. 200,000 United States 7 8-10 Per Cent. Loan, Treasury Notes.

125,000 City of Philadelphia Fer Cent. Lean (exemples).

54,000 State of Pennsylvania 6 Per Cent. Loan.

50,000 State of Pennsylvania 6 Per Cent. Loan.

50,000 State of New Jersey Six Per Cent. Loan.

20,000 Pennsylvania Hallroad. 1st 136,500*00 211,509:00 126,552'00 84,700-00 64,620'00 50,730 00 20,000 Pennsylvania Railroad, Ist Mortgage, Six Per Cent, 25,000 Pennsylvania Ralirosd, 2d Mortgage, Six Fer Cent, Bonda 25,000 Western Pennsylvania Rali-road Six Per Cent, Bonds (Pennsylvania Raliroad gua-20,500.00 24,250*00

(Pennsylvania Raliroad guarantees)

80,000 State of Tennessee Five Per Cent Loan

15,000 State of Tennessee Six Per Cent Loan

15,000 Its Stares Stock of Germantee d by the city of Philadelphia, ...

5,000 Ito Stares Stock of Pennsylvania Raliroad Company.

20,000 Stares Stock of Philadelphia and Southern Mali Steamship Company.

180,000 Loanson Bond and Mortgage, ist Liens on City Property. 20,730*00 18,000 00 40.00 18,000*06 8,358-25 8,930*00

20,000*00 196,900-00 \$1.045,050 par. Market value... \$1,070,280 75 Real Estate
Bills receivable for insurances 88,000:00 27,637-20 88,923-99 2,980.00 41,540*00

61,407,821*56 "This belog a new enterprise, the Par is assumed as the market value,
Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
T. cophins Paulding,
John R. Penrose, Samuel E. Stokes. Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, James Traquair,
Henry C. Daliett, Jr.,
James C. Hano,
William C. Ludwig,
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
John D. Taylor,
Jacob Riegei,
THOMAS C. HAND, President,
HENRY LYLBUEN, Secretary.

H. Jones Brooke,
Edward Lalouroade,
Jacob P. Jones,

1829—CHARTER PERPETUAL

Franklin Fire Insurance Co. OF PHILADELPHIA. OFFICE:

NOS. 485 AND 487 CHESNUT STREE

ASSETS ON JANUARY 1, 18 \$3,553,146.13,

Accrued Surplus..... 1,206,482 15 UNSETTLED CLAIMS. INCOME FOR 1806, 827,431-18 LOSSES PAID SINCE 1829 OVER

\$5,500,000. Perpetual and Temporary Policies on Liberal Terms DIRECTORS.

George Fales, Alired Fitler, Francis W. Lewis, M. D. Feter McCall, Thomas Sparks. Charles N. Bancker, Tobias Wagner, Samuel Grant George W. Richards CHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. MCALLISTER, Secretary pro tem. [31 11231]

INSURANCE COMPANY OF .

NORTH AMERICA. OFFICE, No. 452 WALNUTST., PHILADELPHIA INCORPORATED 1794. CHARTER PERPETUAL. CAPITAL, \$500,000.

ASSETS, JANUARY 8, 1867, \$1,763,267.33, INSURES MARINE, INLAND TRANSPORTATION AND PILE HISRS.

Artion and Fire E History

Artion G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Andrew Taylor,
Andrew William Weish,
S. Morris Wain,
John Mason,
ARTHUR G. COFFIN, President,

CHARLES PLATT, ECTELET,
WILLIAM BUEHLER, Harrisburg, Pa., Centra
Agent for the State of Pennsylvania. 120 HIRE INSURANCE EXCLUSIVELY,-THE

HE INSURANCE EXCLUSIVELY.—THE
PENNSYLVANIA FIRE INSURANCE COMFANY—Incorporated ISC—Charter Perpetual—No.
510 WALNUT Street, of posite independence square.
This company, taxorably known to the community
for over a rty years, continues to insure against loss
or damage by fire on Public or Private Buildings,
either permanently or for a himled time. Also, on
Firmutere, Stocks of Goods, and Merchanolse geneearly on thermit terms. ally, to liberat terms.

Their taplial, logether with a large surplus Fund, it nested in the most careful manner, which enables hem to offer to the insured an undoubted security in he case of loss. DIRECTORS

Daniel Smith, Jr., John Devereux,
Alexander Benron, Thomas Smith,
Isaac Basiehurst, Henry Lewis,
Thomas Robbins, J. Gillingbam Fell,
Daniel Haudock, Jr.
Daniel Haudock, Jr.,
Daniel Smith, Js., President,
William G. Crowell, Secretary. Jag.

HENIX INSURANCE COMPANY OF PHILADELPHIA.

NO. 224 WALNUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandles, includings, by de, osit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid. been prompily adjusted and paid.

John L. Hodge,
John L. Hodge,
M. H. Mahony,
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D. Clark Wharton,
Samuel Wilcox,
JOHN WUCHERER, President,

PROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
No. 11 South FOURTH Street.
INCORFORATED 3d MONTH 22d, 1865.
CAPITAL, \$186,000, PAID IN.
Insurance on Liven, by Yearly Premiums; or by 5,
10, or 20 year Fremiums, Non-forieiture.
Annuties granted on favorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.

BIRECTORS.

persons, or bodies points or corporate,

Bamuel B. Shipley, Bennry Haines,
Joshua H. Morris, T. Wistar Brown,
Richard Cadbury, William Hacker,
Charles F. Coffin,
Samuel B. Shipley, Bowland Parry,
Wm. C. Longstreth, Wester Hacker,
Tresident, Actuary,
Wm. C. Longstreth, Vice Press'ont,
Thomas Wistah, M. D. J. F. Townsend.

721 Medical Exemina, Legal Advisor,

INSURANCE COMPANIES.

TAKE A LIFE POLICY

BROOKLYN

IN THE

LIFE INSURANCE COMPANY

OF NEW YORK. OFFICE:

N. E. Cor. SEVENTH and CHESNUT. E. B. COLTON.

GENERAL AGENT.

CIRARD FIRE AND MARINE INSURANCE COMPANY. (No. 639)

N. E. COR. CHESNUT AND SEVENTH STS. CAPITAL AND NURPLUS OVER 8209,000 INCOME FOR 1866, 8103,934, Losses Paid and Accrued in 1866,

847,000 Of which amount not \$3000 remain unpeld at this date \$100,000,000 of property has been successfully insured by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid.

DIRECTORS.
Thomas Craven,
Furman Sheppard,
Thomas MacKellar,
John Supplee,
John W. Claghorn,
Joseph Klapp, M. D.
THOMAS CRAVEN, President

A. S. GILLETT, Vice-President, 222fmwl JAMES B. ALVORD, Secretary ENGINES, MACHINERY, ETC.

COLD'S IMPROVED PATENT LOW STEAM

AND HOT WATER APPARATUS, FOR WARMING AND VENTILATING WITH PURE EXTERNAL AIR.

Also, the approved Cooking Apparatus, THE AMERICAN KITCHEND On the European plan of heavy castings, durability

and neatness of construction.

Suitable for Hotels, Public Institutions, and the better class of Private Residences. Also, Agents for the sale of SPEAKMAN'S PATENT SAFETY VALVE

Which should be connected with every water back and bolier, and GRIFFITH'S PATENT ARCHIMEDEAN VENTILATOR.

UNION STEAM AND WATER HEATING COMPANY. JAMES P. WOOD & CO., NO. 41 SOUTH FOURTH STREET.

B. M. FELTWELL, Superintendent [4 25 3m

BOILER EXPLOSIONS GUARDED AGAINST BY USING

SHAW & JUSTICE'S MERCURY COLUMN GUAGES AND LOW WATER SIGNALS.

MANUFACTURED ONLY BY PHILIP S. JUSTICE, 6 14 lm] NO. 14 NORTH FIFTH ST., PHILA. Shops-SEVENTEENTH and COATES Streets.

STEAM BOILER EXPLOSIONS CAN BE PREVENTED BY USING ASHCROFT'S

LOW WATER DETECTOR. PRICE 850, APPLIED.

AUG. S. BATTLES, SOLE AGENT FOR PENNSYLVANIA, 67tf NO. 24 NORTH SIXTHSTREET

PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIE & LEVY
FRACTICAL AND THEORETICAL ENGINEERS
MACHINISTS. BOILER-MAKERS, BLACK
SMITHS, and FOUNDERS, having for many year
been in successful operation, and been exclusively
engaged in building and repairing Marine and River
Engines, high and low-pressure, Iron Boilers, Water
Tanks, Propellers, etc. etc., respectfully offer their
services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and
stationary; having sets of patterns of different sizes
are prepared to execute orders with quick despatch.
Every description of pattern-making made at the
shortest notice. High and Low-pressure Fine,
Tubular, and Cylinder Boilers, of the best Peunsy's
vania charcoal iron. Forgings of all sizes and kinda
iron and Brass Castings of all descriptions; Roll
Turning, Serew Cutting, and all other work connected
with the above business.

Drawings and apecifications for all work done
at the establishment free of charge, and work guar
anteed.

The subscribers have ample wharf-dock room for PENN STEAM ENGINE AND

anteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JOHN P. LEVY.

BEACH and PALMER Stree

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

WASHINGTON Streets,
PILLADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or brass.
Iron Frame Rocks for Gas Works, Workshops, and
Bailroad Stations, etc.
Retorts and Gas Machinery, of the latest and most
improved construction.
Every description of Piantation Machinery, and
sugar, Saw, and Grist Mills, Vacuum Pans, Open
Steam Trains, Defecators, Filters, Pumping Encines, etc. Steam trains, Derecators, Finters, Funding Ro-Ches, etc.
Sole Agents for N. Bilieux's Patent Sugar Boilin, Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Macbine.

BRIDESBURG MACHINE WORKS No. 65 N. FRONT STREET, We are prepared to fill orders to any extent for our

well-known and woolless Machinery for Cotton and woolless including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works. ALFRED JENES & SON,

UNITED STATES REVENUE STAMPS.—
Pinicipal Depot, No 384 OHESSUT Street.
Central Depot, No 163 S FIFTH Street, one doer below
Chesnut. Established 1852. Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promotiv attended to.
United States Notes. Drafts on Philadelphis or New York or current funds received in payment.
Particular attention paid to small orders.
Particular attention paid to small orders.
The decisions of the Commission can be consuited, and any information regarding the law cheeriulty given.

SHIPPING.

THILADELPHIA RECEMOND.

AND NORFOLK STEAMSHIP LINE.

THROUGH AIR LINE TO THE SOUTH

AND WEST.

THROUGH RECEIPTS TO NEWBERN.

Also, all points in North and South Carolina, via
seaboard and Rosnoke Railroad, and to Lynchburg.

Va., Tearcases, and the West, via Norfolk, Petersburg, South-Side Hallroad, and Richmond and Danville Railroad.

The regularity, safety, and cheapness of this route
commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense
of transfer.

of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WM. P. OLYDE & CO.
No. 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and Chy Point.
T. P. CROWELL & CO. Agents at Norfolk. 61

SOUTHERN MAIL STEAMSHIP COMPANYS REGULAR LINE
FOR SAVANNAM, GA.
TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal,
The Steamship WYOMING will leave or the
above port on Saturday, June 29, at 8,0 clock A. M.,
from Arch street wharf.
Liniil outher, notice, the TONAWANDA will be

from Arch street wharf.

Until further notice, the TONAWANDA will be withdrawn, and the WYOMING will make semi-monthly trips.

Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.

WILLIAM L. JAMES, General Agent, No. 318 S. Delaware avanua, Agents at Savannah, Hunter & Gammell.

[51]

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW ORLEANS, E.A.
STAROFTHE UNION, 10% tons, Captain P. P. Hoxie,
TIOGA, 10% tons, Captain J. F. Morse,
Will leave this port every two weeks alternately,
tonching at Havana returning, for freight and passengers.

sengers.

The STAR OF THE UNION will leave for New Orleans on Tuesday, July 2, at 8 o'clock A. M., from Pier 18 (second wharf in her Spruce street).

The TIGA will leave New Orleans for this port The Tioga will leave New Orleans for the policy of the 20.

Through bills of lading signed for freight to Moulie Galveston, Natchez, Vicksburg, Memphis, Nash yake Cairo, St. Louis, Louisville, and Chechnati.

Willilam L. James, General Agent, 141 No. 314 S. Delaware avenua. Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND
SOUTHERN MAIL STRAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE
TOR WILMINGTON, N. C.
The steamship PION ISER, SIZ tons. Captain J. Bennett, will leave for the above port on Saturday, June
22, at 8 o'clock A. M., from Pier 18 (second wharf below
Sorres street). Sorves street),
Bills o lading signed at through ad reduced rates
to all principal points in North Carolina.
Agents at William L. James, General Agent,
WILLIAM L. James, General Agent,
No. 314 S. Delaware avenus.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Wasnington, D. C., via Chenapeake and Delaware Canal, while connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly from the first wharf above Market street.

Market street.

Market street.

Freight received daily.

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.

M. ELBRIDGE & Co., Agents at Alexandria, Vir-

OPPOSITION TO MONOWater Latinit.

MORE, via Chesapeake and Delawater Latinit.

Philadeliphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly
between this port and Baltimore, leaving the second
wharf below Arch street daily at 2 o'clock P. M.
(Sundays excepted).

Carying all description of Freight as low as any
other line.

Freight handled with great care, delivered
promptly, and forwarded to all points beyond the
terminas free of commission.

Particular attention paid to the transportation of
all description of Merchandise, Horses, Carriages,
etc. etc.

For further information, apply to

JOHN D. RUOFF, Agent,

5 10?

No. 18 N. DELAWARE Avenue. HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

STEAM TO LIVERPOOL—CALL-ing at Queenstown.—The Inman Line, names aemil-weekly, carrying the United States Malls. REJUKK TICKETS TO PARTS AND BACK, FIRST STEAM TO LIVERPOOL-CALL-

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND
HELAND, SCOTLAND, AND WALES.
FOR PARTICULAR BROTHERS & CO.,
NO. 35 SOUTH SCREEN, and NO. 27 BROADWAY,
11 Or to THOS. B. SEARLE, NO. 217 WALNUT SE,

ware and Karitan Canal.

Express Steamboat Company Steam Properties have Daily from first whart below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East and West, free of commission. Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. 14 South Wharves.

JAMES HAND, Agent, No. 104 Wail street, New York. FOR NEW YORK.—SWIFTSURE
Transportation Company Despaich and Swiftener Lines, via Delawars and Raritan Canal, on and after the lists of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to

ting terms, apply to WILLIAM M. BAIRD & OS.,

111 No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS,

The undersigned naving ressed the KENbinGTON SCREW DOCK, begs to inform his friends
and the parents of the Dock that he is prepared with
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and canliker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinists
having vessels to repair, are solicited to cail.
Having the agency for the sale of "Weiterstedfa"
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMAUTT,
Kensington Screw Dock,

DELAWARE Avenue, above Laurel strees.

EXCURSIONS.

EXCURSIONS UPTHE RIVER.—
The spiendid steamboat JOHN A.
WARNER makes daily Afternoon Excursions to
Burlington and Bristol, stopping at Riverton, Torresdaic, Andainsia, and Beverly, each way. These
excursions leave CHESNUT STREET WHARF at
20 clock in the Atternoon, Returning, leave Bristol
at 40 clock arriving in the city at 60 clock P. M.
FARE—Excursion, 40 cts. Each way, 25c, [5 25 3m]

EXCURSIONS ON THE SCHUYLKILL Steamen leave Fair-BOUDT PAIR (Bot of Content street), EVERY HALF HOUR, FOR LAUREL HILL CEMETERY,

THE PALLS OF SCHUYLKILL.

Pirst boat leaving Fairmont at 720 A. M.: last boat at 635 P. M. Last boat leaving Fails of Schuylkill at 635 P. M. Commission of Schuylkill at 655 P. M.