CIFIC RAILROAD.

Travel - To Jalesburg, ass announced the completion ilesourg, 376 miles from Omata, rules are hearly all on the ground track to the base of the Rocky Mountrack to the base of the Rocky Moun-ill miles further—by september next. This is certainly very rapid work, but intelli-gent correspondents say it is well done, and that the road is well fequipped; its depots and sta-tions are of brick and stone, and its locomo-tives and cars of the best. The United States Commissioners are also compelled to testify that it is in all respects a first-class road, before the Government will accept it. The business of this road is already surprising. The housands of this road is already surprising. The thousands of teams that once spent a summer in toiling over the prairies have transferred their loads to the rail-track, and by autumn the locomotive will be at the base of the Rocky Mountains. The Editor of Harper's Weekly remarks that, "When the Union Pacific is completed, all other lines of railway will become, to a certain extent, its feed-ors. Along its entire route over the great Plains lateral branches will be constructed, which will pour into it their wayside contributions to an extent that cannot to-day be approximately

"Already, with less than one-third of its length complete, it is earning several times its operating expenses, as officially stated. Such success is without precedent. When it reaches Idaho, and Nevada, the reight to and from those points atone is likely to be almost fabulous. And population follows the road as it extends. A lown or village marks each stage of its progress. Who can calculate the quantity of way freight that the road is destined to carry for these rising communities? Who, indeed, can estimate the passenger traffic alone? When hundreds of thousands of persons, with their faces towards the West, have tramped over the Piains at the risk of their scalps, how many peradventure will ride, when they can make the journey with safety in a few days? But a short time will clapse before the demands of trade will call for a second track, to be used exclu-sively as a freight road, over which an endless line of slowly moving vans shall continuously pass, leaving the other track for the use of impatient passengers only."

Our readers will perceive, by reference to the Company's advertisement, that it offers its First

Mortgage Bonds, paying 6 per cent. interest in gold to subscribers, at ninety cents on the dollar. These bonds are a first hen upon the road, and are limited in amount to \$16,000 to the

The Company state their net earnings for the month of May, while only two hundred and ninety miles of the road were in operation, at \$261,782—a sum which, after deducting ope-rating expenses, is several times the interest on the bonds they are by law permitted to issue upon it. If the earnings are so large upon the way business, what may we not reasonably expect when the connection is made in 1870 with the Pacific Coast? We can see no reason why the First Morigage Bonds of such a road are not a sale security, and they are 15 per cent, cheaper than Government bonds at the market rate. Subscriptions are already large, and are received by banks' and bankers generally throughout the

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

PHILADELPHIA MORTALITY.—Below we give statistics of the mortality of this city, from the 1st of January, 1867, to the 30th of June, inclusive, showing that Philadelphia continues to be very healthy, and that the number of deaths is less than during the same period in 1866.

	1:67.	1866.
Months.	No. of Deaths	. No. of Deaths.
January		1402
February		1156
March		1082
April		1034
May		1304
June		1168
	6810	7146
100 CO. C.	40.000	VACCOUNTY OF THE PARTY OF THE P
The following is	an exhibit of	the number of

male and temale deaths in each month, as well

January	. 692	Females, 684 494	Boys, \$23 281	Gtr/a. 304 259 248
March	670	510 528 590 446	279 345 252	254 255 337
AVIT CHRISH	3558	3252	1784	1657
Of the 6810 dea	ths du	ring the	present	year,

2722 were under five years of age, and 561 were seventy years old and upwards; 4857 of the whole number were natives of the United States, and 1420 of foreign countries. The deaths from consumption of lungs amounted to 1093,

The following is a monthly exhibit of the

deaths from consumption as compared with the

May June	132	terior	191 153 1050
February	. 159		166 145
Months. January	1867,	186	217

the past six months was as follows:-

Wards.		Dec		Wards.		Dec	ths.
First .	6			Fifteenth			440
Second .		-	352	Sixteenth			196
Third .			199	Seventeenth .			199
Fourth .			366	Eighteenth			230
Fifth .				Nineteenth			351
Sixth .				Twentieth			421
Seventh.				Twenty-first		100	113
Eighth .		200	243	Twenty-secon	be	-	135
Ninth .				Twenty-third		-	178
Tenth .		-		Twenty-fourt			179
Eleventh			164	Twenty-fifth	DI.		123
Twelfth .	-	100	143	Twenty-sixth	en.	=25	288
Thirteenth		1.0	190	Twenty-sever	th	6.20	460
Fourteenth				Unknown			222
Deducting				ed as still-box		and	
from the cor	unt	rv. w	e ba	ve the total n	or	talit	vof
the city for							

THE SIXTH WARD FIRE. - Shortly after 5 o'clock yesterday afternoon the alarm was given of a fire in the large four-story brick building, No. 230 Arch street, occupied by Bayliss & Darby, manufacturers of wire sieves, etc. They also occupy No. 226, two doors below, as a store and manufactory, which is connected with No. 230 by a wooden bridge. The flames originated among a lot of wooden sleve frames which were piled upon a long shelf near the ceiling, an I burned stubbornly for nearly an hour, the root of the structure, which is constructed of tin preventing the are from forcing its way through. By deluging the apartment with water the fire men prevented the flames from extending beyond the room in which they originated. essrs. Bayliss & Darby's loss is estimated at

\$2000, and is fully covered by insurance.

The third floor is occupied by Ludwig Laner as a paper-box manufactory. His loss on ma-chinery and stock by water will about to about No insurance.

The first and second floors are occupied by Mesers, Roberts & Phillips, dealers in carriage hardware and trimmings. Their loss by water is estimated at \$6500. Insured in the Royal, of Liverpool, and Yorkers, of New York. The building is owned by John Crompton. The loss on the same is covered by insurance in

the Green Tree and Royal. The name of the fireman who fell from the ladder at this fire was Charles B. Grieves, a member of the Hose Hose Company.

THE FIRE DEPARTMENT AND MANY THINGS Pertaining Thereusto.—The Delaware Fire Company, No. 4, have lately had erected a new engine-house, of 32 feet front by 40 feet deep, with a brick stable in the rear. The house is very large, and has many conveniences attached. The second story is divided into two rooms—one is used as a meeting-room, and the other as a bunk-room; both have been hand-somely fitted up, with new fire item, etc. The ladies in the neighborhood pit 2 feet them with new carpeling for the same.

The stemmer of the Good W. Engine Company has seen overhauled and some fixed placed. PERTAINING THEREUATO. - The Delaware Fire

in her. She goes into service the coming week. their norses were brought home on Friday from

their country boarding-house.

On the Fourth of July, J. C. Moore and J. Buck, of the America Fire Company, of this city, will present to Mr. C. M. Mertz, of the Good Will Fire Company, of Allentown, Ps., a beautital "fire badge," handsomely ornamented with fire emblens. fre emblems,

The Pennsylvania Hose Company, No. 21, will place in their hose house, on the Fourth, their polished bickory carriage, which has been thoroughly overhauled and newly painted.

The South Penn Hose Company will put a new cylinder of hose into service on the Fourth.

Fourth. The Fairmount Engine have had their steamer's wheels handsomely painted, and their horses have returned, and are once more in active service.

The steamer of the Washington Steam Fire

Engire Company is having new boxes put in its wheels, which has caused it to be withdrawn from duty for a few weeks.

The Good Intent Fire Company, No. 27, of Rox-

borough, housed a new cylinder hose on Saturday afternoon.

The Fire Department of this city intend to make a grand street display on the 15th of July, on the occasion of the visit to this city of Excelsier Fire Company of Bridgoport, Connecticut. The Yankee firemen will be the guests of the Good Intent Steam Fire Engine of this city. A meeting of delegates of fire companies favorable to julying in the escent to the Evenleign.

able to joining in the escort to the Exclisiors will be held this evening. AMUSEMENTS.

At the Arch this evening Mr. G. L. Fox and his company will appear in the beautiful and popular pantomime of Jack and Gill. On the Fourth of July a grand Jack and Gill matinee

will be given.

This evening, by special invitation of Mrs.

Drew and Mr. Fox, the Brooklyn veterans will WALNUT STREET TREATRE.-For the present

holiday week the management announce that Uncle Tom's Cabin—the old favorite—will be produced with an excellent cast. There will be a matinee on the glorious Fourth of July. AT THE CHESNUT, Skiff & Gaylord's Great Minto-night. They will exhibit their beautiful musical panorama of Sherman's March to the Sea, together with a grand olio entertainment

each evening. THE LUBIN BROTHERS perform all the holiday week at Carneross & Dixey's Family Resort, Eleventh street, above Chesnut.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA-THIS DAY, SUN RISES.....

PHILADELPHIA BOARD OF TRADE.
WILLIAM C. KENT.
THOMAS E. ASHMEAD,
CHARLES WHEELEB,

MONTHLY COMMITTEE

MOVEMENTS OF OCEAN STEAMERS

-1	FOR AMERICA.	
И	DelawareJune	15
-1	City of Dublin Liverpool New YorkJune	15
3	TeutoniaHamburgNew YorkJune	15
3	UnionSouthamptonNew YorkJune	18
4	TripoliLiverpoolNew YorkJune	18
1	C. of Baltimore.LiverpoolNew YorkJune	19
-1	Erin Liverpool New York June	19
4	Baxonia	19
н	PernylanLiverpoolQuebecJune	20
н	ChicagoJune	21
3	Villede Paris HavreNew YorkJune	21
4	EtnaJune	22
Э	JavaJune	22
	BavariaHamburgNew YorkJune	22
4	FOR EUROPE.	H
4	C.of N. YorkNew YorkLiverpoolJuly	3
4	China,July	- 8
э	New York	- 4
э	C. of Baitimore. New York LiverpoolJuly	6
и	Denmark New York Liverpool July	6
н	Wm. PennNew York LondonJuly	6
п	COASTWISE, DOMESTIC, ETC.	-1
-1	NevadaJuly	- 1
н	Ocean QueenNew YorkAspinwallJuly	1
П	H. HudsonPhiladaHavanaJuly	- 2
1	ColumbiaNew YorkHavanaJuly	- 1
2	Star of the Union. Philada New Orleans July	0
и	TonawandaPhiladaSavannahJuiy	0
Я	Pioneer	. 6
2	J.W. Everman Petiada Charleston July Stars and Stripes Philada Hayana July	16
ч	Mails are forwarded by every steamer in the regul	19
- 1	lines. The steamers for or from Liverpool call	ILE
Я	Queenstown, except the Canadian line, which call	M.
	Loudonderry. The steamers for or from the Con	***
	nent call at Southampton.	ing.
	Mens carr as constantional	

Steamship Saxon, Matthews, 44 hours from Boston, with moise to H. Winsor & Co. Passed outside the Capes, one barque, unknown; below the Brown, one deeply laden ship, with painted ports; also, barque Warrior, from Lendon; at Brandywine, a foreign barque, with painted ports; also, ship Athenia, from New York, and a German barque; at Founteen Foot Bank, Br. brig John Merrill, and an unknown barque; above the Lightboat, one barque; in the bight of New Castle, one barque; off Wimington creek, brig A. F. Larrabee, and a Br. achr; passed in the Horse Shoe, ship Westmoreland, from Liverpool, and barque J. Wooster, from Boston.

Ship Westmoreland, Hammond, 46 days from Liverpool, with moise to J. k. Penrose.

Prus, ship Arnold Boninger, Steenkin, 4 days from New York, in ballast to Workman & Co.

Br. barque Barah King, King, 46 days from London, with iron to C. C. Van Horn.

Brem, barque Tuisko, Schumacher, 2 days from New York, in baliast to Rose, Ambuhi & Co.

Barque John Wooster, Knowles, 5 days from Boston, in ballast to Rose, Ambuhi & Co.

Norw, brig Veranda, Borensen, 58 days from Gottenburg, with iron to order.

Schr J. Trueman, Gibbs, 3 days from Fall River, with moise, to capital.

CLEARED SATURDAY,
Steamship Roman, Baker, Boston, H. Winsor & Co.
Steamship Alexandria, Pratt, Richmond, W. P. Clyde

& Co.
Schr Koret, Brown, Portsmouth, Sawyer & Co.
Schr J. Maxfield, May, Boston, Tyler & Co.
Schr F. Herbert, Crowell, Boston, J. C. Scott & Sons
Schr W. F. Cushing, Cook, Boston, Caldwell, Gordor Schr W. F. Cushing, Cook, Boston, Caldwell, Gordon & Co.
Schr Palma, Brewster, Fail River, D. S. Stetson & Co.
Schr D. H. Merriman, Tracy, Indian River, Bacon,
Collins & Co.
Schr Gen, Peavey, Armstrong, Gardiner, Captain,
Schr Silver Magnet, Watson, Boston, Captain,
Schr E. Nickerson, Nickerson, Portland, Captain,
Schr E. Nickerson, Nickerson, Portland, Captain,
Schr G. W. Krebs, Carlisie, Richmond, Captain,
Schr G. W. Krebs, Carlisie, Richmond, Captain,
St'r Beverly, Pierce, New York, W. P. Ciyde & Co.
St'r Philadelphia, Fults, Washington,
St'r Diamond State, Talbot, Baltimore, A. Groves, Jr.
St'r Diamond State, Talbot, Baltimore, with a tow
of barges, W. P. Ciyde & Co.

ARRIVED SATURDAY, Schr Frank Herbert, Crowell, from Boston, with mdse, to captain.
Schr Maria Elizabeth, Riggin, 4 days from Snowhill, with lumber to Bacon, Collins & Co.
Schr D. H. Merriman, Tracy, 2 days from Indian river, with corn to Bacon, Collins & Co.
Schr Onward, Evans, 1 day from Indian river, with

Schr Onward, Evans, I day from Indian river, with grain to J. Barrati,
Schr W. F. Chashing, Cook, from Salem.
Schr Henrietta, Droyer, from Thomaston.
Schr Koret, Brown, from Boston.
Schr Rescue, Kelly, from Boston.
Schr Rilver Magnet, Perry, from Boston.
Schr Silver Magnet, Perry, from Boston.
Schr M. Heinhart, Hand, from Boston.
Steamer New York, Marshall, from Washington,
will midse, to W. P. Clyde & Co.
Steamer Ann Eliza, Hichards, 24 hours from New
York, with midse, to W. P. Clyde & Co.
Steamer G. H. Stout, Ford, 24 hours from New York,
with midse, to W. P. Clyde & Co.
Steamer Tanony, Nichols, 24 hours from New York,
with midse, to W. M. Baird & Co.
Tug Thon, Jefferson, Alien, from Baltimore, with a
tow of barges to W. P. Clyde & Co.

Orrespondence of the Philadelphia Exchange.

LEWES, Del., June 29-7 A. M.—The pilot-boat E. Turley reports the barques Norn, for Antwerp, and J. Mathues, for St. Jugo, both from Philadelphia, as having gone to sea yesterday morning.

The barques kaabella C. Jones, from London; Victoris, from West Indies; brigs G. Meredith, from Boston; Viola, from Ballimore; and schr Alect, from Matanzae, also passed in yesterday.

JOSEPH LAFETRA.

MEMORANDA.
Ship Saranak, Turley, from Liverpool for Philadelphia, was off Holyhead 18th ult.
Barque Arlsona, Conant, hence for Havre, sailed from Falmouth 15th ult.
Barque Daulsh Princess, Baker, hence for Helfast, sailed from Queenstown 15th ult.
Barque Clasgow, Crane, hence for Bremen, was spoken 4th ult., lat. 4t. lon. 40.
Brig B. Carver, for Sagua and Philadelphia, at Havana 22d ult.
Schr M. R. Carlisle, Potter, from Proy Philadelphia, sailed from Newport 25th ult.
Schr N. Starr, Foster, for Philadelphia, St. John, N. R. 7th ult.
Echr Active, Matthews, for Philadelphia from Pactsmonth 25th ult.
Schr M. J. Hathaway, Cole, and Casping Falladelphia, cleared at New York
Schr E. W. Pratt, Kendrick, Gran, B.

Echr J. W. Fiah. Wiley, from Providence for Phila-delphia, at Newport 27th ult. Echre Carrie Heyer, Poland; Broadfield, Crowell: M. Fillmore, Chase; and D. Pierson, Pierson, for Phila-delphia, cleared at Boston 28th ult.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD,

THE MIDDLE ROUTE.—Shortest and most direct route to Betalehem, Alientown, Masen 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 ARRANGRAHENT.

On and ster WEDNESDAY, May 8, 1967, Passenger trains leave the New Depot, corner Berks and American structs, daily (sundays excepted), as follows:—

At 7-46 A. M.—Morning Express for Pethieleem and Principal Stations on North Pennsylvania Raliroad, for Allestown, Catananqua, Hatingon, Manch Chunk, Wilkesbarre, Kingston, Pittaton, and all points in Lehigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Patiroad, for Mahanoy City, and with Catawissa, Raliroad, for Mahanoy City, and with Catawissa, Raliroad, for Mahanoy City, and with Catawissa, Raliroad, for Ropert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbare at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lebigh Valley Irain, passing Bethlehem at 1135 P. M., for Essaton, and points on New Jersey Central Baliroad to New York.

At 8-96 A. M.—Accommodation for Doylestown, stop-

and points on New Jersey Central Railcoad to New York.

At 8'45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, by this train, take the stage at Old York road.

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

At 10'15 A. M.—Express for Bethiehem, Allentown, Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralia, Shenandosh, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

own,
At 2.45 P. M.—Accommodation for Doylestown,
topping at all intermediate stations, Passengers take
tage at Doylestown for New Hope; at North Wales
or Sumneytown.
At 4 P. M.—Accommodation for Doylestown, stop-At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abingt m. for Lumberville at Doylestown.
At 5 20 P. M.—Through accommodation for Bethlebem and all stations on main line of North Pennsylvania Hallroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11 30 P. M.—Accommodation for Fort Washington.

at 17-30 F, M.—Accommodation for Fort washington.

**ETRAINS ARRIVE IN PHILADELPHIA.

**Prom Rethiehem, at 9-15 A. M., 2-05 and 8-40 P. M.
2-05 P. M. train makes direct connection with Lebigh

Vailey trains from Easton, Wilkesbarre, Mahanoy

City, and Hazleton. Passengers leaving Easton at

11-20 A. M. arrive in Philadelphia at 2-05 P. M.

**Passengers leave Wilkesbarre at 1-30 P. M., connect

at Bethiehem at 6-15 P. M., and arrive in Philadelphis

at 8-40 P. M.

**From Dovlestown at 8-25 A. M., 5-10 P. M., and

Passengers leave wilkesbarre at 130 P. M., connect at Bethlehem at 615 P. M., and arrive in Philadelphis at 840 P. M.

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.

From Lansdale at 730 A. M.

From Fort Washington at 1150 A. M. and 345 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 930 A. M.

Philadelphia for Doylestown at 245 P. M.

Doylestown to Philadelphia at 720 A. M.

Betblehem to Philadelphia at 720 A. 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.

ELLIS CLARK, Agent.

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

14 No. 105 S. FIFTH Street.

DENNSYLVANIA CENTRAL RAILROAD. 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 Cheenut and Walnut Streets Railway run within one

Market Street Passenger Hallway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sieeping 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. 301 Chesnut street, or No. 1 South Eleventh street, will receive attention.

п	Paoli Accommodation, No. 1	A.	-24
ï	Fast Line and Erie Express12'10	P.	M
Я	Paoli Accommodation, No. 2 1'00	P.	M
ı	Harrisburg Accommodation 2'30	P	M
П	Lancaster Accommodation 4'00	D'	M
	The leading floors	T.	433
	Parkesburg Train	E.	70
	Western Accommodation Train 5'40	Pe	M
	Cincinnati Express 7:30	P.	M
	Erie Mail 7'30	P.	M
	Frie Mail	P.	M
	Philadelphia Express11'15	P.	M
	Frie Mail leaves daily, except Saturday.	1307	-
	Philadelphia Express leaves dally. All other	tra	In
	daily, except Sunday,	***	
	The Western Accommodation Train runs	do	114
	except Sunday. For full particulars as to far	14.04	34,3
	except Sunday. For full particulars as to lar	11	PED:
	accommodations, apply to FRANCIS FUNK,	age	312.0
	No. 127 DOCK Street		
	TRAINS ARRIVE AT DEPOT, VIZ :		
	Cipelnuati Express 195	Α.	M

iladelphia Express.... Crie Mall. aoli Accommodation, No. 1..

SHORTEST ROUTE TO THE SEA-SHORE!
CAMDEN AND ATLANTIC RAILROAD,
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Sun-

day.
On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:— Mall 5-20 A. M.
Freight, with Passenger Car attached 5-15 A. M.
Express (through in two hours) 200 P. M.
Atlantic Accommodation 4-15 P. M.
BETURNING—LEAVES ATLANTIC:
Special Excursion 5-18 P. M.
Mail Freight 440 P. M.
Express (through section 4-15 P. M.)
Express (through in two hours) 200 P. M.
BETURNING—LEAVES ATLANTIC:
Special Excursion 5-18 P. M.
Express (through the section 4-15 P. M.
Express (through the section 4-15 P. M.) Freight. Express (through in two hours).... Accommodation 5-45 A. M. Junction Accommodation to Jackson and intermediate Stations leaves Vine street 5-20 A. M. Returning leaves Jackson 5-25 A. M. HADDON FIELD ACCOMMODATION TRAINS Leave Vine street at 50 F. M. 3-15 F. M. JUNDAY MAIL TRAIN TO ATLANTIC CITY Leaves Vine street at 7-30 A. M., and Atlantic at 4-40 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY
Leaves Vine street at 7:30 A. M., and Atlantic at
4:0 P. M.
Fare to Atlantic \$2. Round Trip Tickets, good
only for the day and train on which they are issued, \$3.
Tickets for sale at the Office of the Philadelphia
Local Express Company, No. 625 CHESNUT Street
and at No. 825 CHESNUT Street, Continental Hotel.
The Philadelphia Local Express Company, No. 625
CHESNUT Street, will call for baggage in any part
of the city and suburbs, and check to hotel or cottage
at Atlantic City.

0.24 if

TAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RALLROAD, to Wilkesbarre, Ma
hanoy City, Mount Carmel. Centralia, and all points
on Lehigh Valley Raircad and its branches.
By new arrangements, perfected this day, this road
is enabled to give increased despatch to merchandise
consigned to the above-named points.
Goeds delivered at the Through Freight Depot,
8 E. Cor. of FRUNT and NOBLE Streets,
before 5 P. M., will reach Wilkesbarre, Mount Carmei, Mahanoy City. and the other stations is Mananoy and Wyoming Valleys, before it A. M. of the succeeding day.

ELLIS CLARK.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commercing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M.
keturning leave Cape Baland at 5 P. M., stopping at
principal Stations only.
Fare, \$300. Excursion Tickets, \$4.00. Good this day
and train only.

WILLIAM J. SEWELL.
Superintendent.

O B N E X C H A N G E

HAG MANUFACTORY,
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. Corner of MARKET and WATER Streets,

N. E. Corner of MARKET and WATER Streets,
Philadelphia.
DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Sail, Super-Phosphate of Lime, Bone
Diss. Etc.
Large and small GUNNY BAGS constantly on hand,
2 2221
Also, WOOL SACKS.
JAMES CASCADEN,

WELLS-OWNERS OF PROPERTY-TRRABY Stroot

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILEGAD, VIA MEDIA.

On and after MONDAY, June 24, 1887, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets, as follows:

leave Pepos, Thilke T. F. FRIST and CHESSNUTStreets, as follows:— WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 250 P. M., 418 P. M., 430 P. M., 740 P. M., and 1970 P. M., 420 P. M., 740 P. M., and 1970 P. M., 125 P. M., 450 And 450 P. M., 775 A. M., 778 A. M., 778 A. M., 128 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.

Leave Philadelphia for Media at 550 P. M., Leave Media for Philadelphia at 640 P. M., stopping at all stations.

Leave Philadelphia for Media at 5:30 P. M., Leave Media for Philadelphia at 6:40 P. M., stopping at all stations.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:60 P. M., and transfer at B. C. Junction.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden; and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the dipot.

Leave Philadelphia at 8:00 A. M. and 2 P. M., Leave West Chester at 7:45 A. M. and 5 P. M., City Passenger cars, on Market street, will connect with all Sunday trains, both ways, as Bussi, leaving Pront 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 7:55 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

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

4 1:52 General Superintendent. General Superiore

PHILADELPHIA, GERMANTOWN, AND

Leave Philadelphia v. A. M. 1240. 640, and 926
P. M.
FOR CONSHOHOUKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 9, and 11-65 A. M. 124, 3,
40, 53, 64, 8-95, and 11½ P. M.
Leave Norristown 540, 7, 7-50, 9, and 11 A. M. 134, 3,
40, 63, and 82 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 230 and 7-15 P. M.
Leave Norristown 7 A. M., 5-30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 73, 9, and 11-95 A. M. 1½, 3,
40, 536, 634, 8-95, 59, and 1134 P. M.
Leave Manyunk 5-10, 73, 6-20, 94, and 11½ A. M. 2
305, 5, 634, 9, and 1034 P. M.
Leave Manyunk 7-15, A. M. 6 and 936 P. M.
Leave Philadelphia 3 A. M. 256 and 7½ P. M.
Leave Manyunk 7-15, M. 6 and 936 P. M.
Leave Manyunk 7-16, M. 6 and 936 P. M.
Leave Manyunk 7-16, M. 6 and 936 P. M.
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DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, June 3, 1867, Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristieid and intermediate stations.
Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 370 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newbort, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Connects at Wilmington with Delaware Railroad Line, stopping at Newcastie, Middletown, Clayton, Smyrna, Dover, Camden, Felton, Harrington, Milford, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portamouth, and the South.
Night Express at 1170 P. M. (daily) for Baltimore and Washington.
-Passengers by Boat from Baltimore for Fortress Monroe and No-folk will take the 1170 A. M. Train.
Wilmington.
Leave Philadelphia at 1230, 430, 600, and 1170

Wilmington.
Leave Philadelphia at 12:30, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Bailroad for Dover and intermediate stations.
Leave Wilmington 7:00 and 8 A. M., 3:00 and 6:30 (daily) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M.
Express, 2:15 P. M., Express, 6:25 P. M., Express

Express, 215 P. M., Express, 625 P. M., Express, 815 P. M., Express, BUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 855 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 628 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.

482 H. F. KENNEY, Superintendent.

FREIGHT LINES FOR NEW YORK AND REIGHT 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 10 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 6 P. M.

Freight for Trenges. 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 1 P. M.

The Belvidere and Delaware Railroad connects at Philipsburg with the Lebigh 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 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 slip 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 quantitie of five carloads or more, it will be delivered at therog of five carloads or more, it will be delivered at therog 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, 111 No. 228 S. DELAWARE Avenue, Philada

WEST JERSEY RAILROAD LINES FROM

WEST JERSEY RAILROAD LINES FROM foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, June 12, 1867.
LEAVE PHILADELPHIA AS FOLLOWS:—For Bridgeton, Faiem, Vineland, Millville, and intermedate points, at 8 A. M., and 350 P. M.
For Woodbury, 8 A. M., 230 and 6 P. M.
RETURNING TRAINS LEAVE
Bridgetown at 705 A. M. and 350 P. M.
Saiem at 645 A. M. and 355 P. M.
Vineland, 713 A. M., and 357 P. M.
Vineland, 713 A. M., and 357 P. M.
Woodbury at 715 and 840 A. M., and 454 P. M.
Freight will be received at Second Covered Whatf below Walnut street, from 700 A. M. until 550 P. M.
Freight received before 950 A. M. will go forward the same day.

Freight received before 9:00 A, M. will go forward the same day.
Freight Delivery, No. 228 S, DELAWARE AVENUS.
Freight Delivery, No. 228 S, DELAWARE AVENUS.
FREIGHT SECTION OF THE SECTIO

TRAL RAILROAD.—Summer Arrangements.
On and atter SATURDAY, June 1, 1867, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
TRIRTY-FIRST and CHESNUT Streets (West Phila
delphia), at 715 A. M. and 450 P. M.
Leave Rising Sun at 5 '16 and Oxford at 606 A. M.,
and leave Oxford at 325 P. M.

A Market Train, with Passencer Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 11 15 A. M., Oxford at 1200 M., and Kennett at 170
P.M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Baturdays trains leave Philadelphia at 726 P. M., run
ing through to Oxford.

The Train leaving Philadelphia at 728 A. M. con
nects at Oxford with a daily line of Stages for Peach
Bottom, in Lancaster county. Returning, leaves
Peach Bottom to connect at Oxford with the Atternoon Train lor Philadelphia.

The Train leaving Philadelphia at 4 to P. M. runs to
Reining Sun, Md.

Passengers allowed to take wearing apparel only,
as basengers allowed to take wearing apparel only, DHILADELPHIA AND BALTIMORE CEN-

SHIPPING.

STEAM TO LIVERPOOL CALL STEAM TO LIVERPOOL—CALLing at Queenstows.—The Ioman Line,
anding asmi-weekly, carrying the United States Maria,
RETURN TICKETS TO PARIS AND BACK, FIRST
CITY OF NEW YORK. Wednesday, July 2
CITY OF BALITIMORE. Saturday, July 3
CITY OF LONDON. Wednesday, July 30
CITY OF PARIS. Wednesday, July 30
CITY OF PARIS. Wednesday, July 30
ETNA Wednesday, July 30
ETNA Wednesday, July 30
ETNA ROBERT WEDNESDAY, NO. 45 North River.

BY THE PARIS WEDNESDAY, JULY 30
ETNA ROBERT WEDNESDA

THE PHILADELPHIA AND SOUTHERN MAIL FLEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE.

STAR OF THE UNION, 1076 torns, Capt. T. N. Cooksey JUNIATA 1218 torns, Capt. I. N. Cooksey JUNIATA 1218 torns, Capt. II. N. Cooksey JUNIATA 1218 torns, Capt. II. N. Capt. II. F. Morres.

Will leave this port every two weeks alternately, touching at Havana returning, for freight and passengers.

The STAR OF THE UNION will leave for New Orleans on Saturday, July 6, at 8 o'clock A. M., from Pier 18 (second whari o v Spruce street).

The TIOGA will leave New Orleans for this por

The Trough bills of lading signed for freight to Mo
Through bills of lading signed for freight to Mo
Galveston, Katches, Vicksburg, Memphis, Nasauv.
Cairo, St. Louis, Louisville, and Cincinnati.
WILLIAM L. JAMES, General Agent,
4 14] Ko. 314 S. Delaware avenue
Agents at New Orleans, Creevy, Nickarson & Co.

Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND

SOUTHERN MAIL STRAMSHIP COMPANY'S ENGULAR LINE

FOR SAVANNAH, &A.

TONAWANDA, 850 tons, Captain Wm, JenningWYOMING, 850 tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the
above port on Saturday, July 5, at 8,0'clock A. M.

from Arch street wharf.

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

road. WILLIAM L. JAMES, General Agent,

No. 314 S. Delaware avenue.

Agents at Savannah, Hunter & Gammeil. [41]

Agents at Savannah, Hunter & Gammell. [41]

PHILADELPHIA RICHMOND,
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,
Ya., Tennessee, and the West, vis Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad.

The regularity, satety, 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.
Steamships insure at lowest rates, and leave regulariy from first wharf above Market street,
Freight received daily.

M. P. CLYDE & CO.

No. 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City
Point.

T. P. CROWELL & CO. Agents at Norfolk.

61

Point.
T. P. CROWELL & CO, Agents at Norfolk. 61

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP OOM
PANY'S REGULAR SEMI-MONTHLY LINE
FOR WILHIM GTON, N. C.
The steamship PIONEER, 82 tons. Captain J. Bennett, will leave for the above port on Saturday, July
6, at 8.0 clock A. M., from Pier 18 (second wharf below
Soruce street).
Bills o flading signed at through and reduced rates
to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.
WILLIAM L. JAMES, General Agent,
112
No. 3148. Delaware avenue.

HAVANA STEAMERS.

Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware canal, with connections at Alexandria from the most direct route for Lypachburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia.

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES. For particulars apply to
TAFSCOTTS, BROTHERS & CO.
No. 36 SOUTH Street, and No. 23 BROADWAY,
11 Or to THOS. T. BEARLE, No. 217 WALNUT St.

POLY, DAILY LINE FOR BAITI-MORE, via Chesapeake and Dela-wate Canal.

Philadelphia and Baltimore Union Steamboat Com-pany, 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).

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

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

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

For further information, apply to
JOHA D. RUOFF, Agent,
510 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELAware and Hartian Canal.

Express Steamboat Company Steam Propellers reave Daily from first whart below Market atreet. Through in twenty-four hours, Goods forwarded to all points, North, East and West, free of

ommission.
Freights received at the lowest rates.
WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, N=w York. 1 tf

FOR NEW YORK, -SWIFTSURE FOR NEW YORK, —SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Delaware
and Raritan Canal, on and after the 15th 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
WILLIAM M. BAIRD & CO.,
No. 122 S. DELAWARE AVENUA.

TO SHIP CAPTAINS AND OWNERS TO SHIP CAPTAINS AND OWNERS,

—The undersigned naving iessed the KENSINGTON SCHEW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
uncreased facilities to accommodate those having vessels to be raised or repaired, and belog a practical
ship-carpenter and caniker, will give personal attention to the vessels entrusted to him for repairs.
Captams or Agents, Ship-Carpenters, and Machinianhaving vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedty."
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I amprepared to furnish the same on reasonable terms.

JOHN H. HAMMITT,

Kensington Screw Dock,

12 DELAWARE Avenue, above Laurel street.

WESTCOTT & CEORGE. SUCCESSORS TO PHILIP WILSON & CO.,

IMPORTERS AND DEALERS IN GUNS, PINTOLS BIPLES, CRICKET, AND BASE BALL IMPLEMENTS. FISHING TACKLE, SKATES, CROQUET

ARCHERY, ETC. NO. 408 CHESNUT STREET 4 (18m PHILADELPHIA

912 ARCH STREET, — GAS PIXTURES, ETC.—VARRIER & CO. would respectfully disent the attention of their friends and the public generally, to their large and elegant assortment of OAS PIXTURES, CHANDELLERS, and ORNAMENTAL HRONZE WARES. Those winning bandsome and theroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before corochasting elegants. rchasing elsewhere, and fixtures refinished with second care and at reasonable prices.

VANBIRE & CO.

the second second second second

AMUSEMENTS.

KELLEY'S

GIFT CONCERTS.

KELLEY'S FIRST GRAND North American Gift Concert Is Now Positively Fixed to Take Place AT COOPER INSTITUTE, N. Y. CITY,

SATURDAY, July 13, 1867.

A CABD.—The proprietors of the North American Ght Concert, advertised to take place at the Wabsah avenue Rink, Chicago, Ib., and pastponed, have the pleasure to announce that it will take place at Cooper institute. New York by the earoest request of thousands of subscribers in the Middle and Mastern States, where a large share of our tickets have been cole, and that a series of Cooperts will be given, to be followed in rapid succession.

The delay in its completion has been unavoidable, notwithstanding the sale of tickets has been immer as and without a parallel on this continent. Under any circumstances the Concert will now be given as above stated. any circumstances the Concert will now be given as above stated.

100,000 VALUABLE GIFIS, VALUED AT FIVE.

RUNDRED THOUSAND DULLARS, WHAL BE PERENTED TO TICKET-HOLDERS, INCLUDING STOROGO IN GREENBACKS.

For fitteen years we have been engaged in business, and we point with pride to the reputation we have swen for honesty and integrity. Many of the prominent citizens of New York, Boston, Philadelphia, and Chicago will bear witness to the statement that we have never made any promises to the public that we have never made any promises to the public that we have never made any promises to the public that we have never made any promises to the public that the first deading.

In spite of every obstacle, we shall prove to the public that the North American Gift Concert will be opeducted honorably, and that all the gifts advertised will be described fairly and to the satisfaction of our patrons.

The delay in the completion of this giantle enter.

The delay in the completion of this gigantic enter-prise has been solely in the interest of the ticket-holders. This is the largest undertaking of the kind ever brought to a successful termination in the United

return postage.

We will send 5 tickets for \$456: 10 for \$500; and 20 for \$17.50. Send the name of each aubscriber, and their Post Office address, and town and State. Money by Drait, Post Office order, Express, or in Registered Letters, may be sent at our risk. Address all communications to

6 20 14t

No. 601 BROADWAY, New York,

WALNUT STREET THEATRE, N. E.

Cor. NINTH and WALNUT-Begins at S.

MONDAY AND EVERY EVENING.

And also on the Afternoon of the Fourth of July
will be presented the great dramatization of Mrs. H.
B. Stowe's world-famed novel.

UNCLE TOM'S CABIN.

In Six Acts and Tableaux, the intense power and exquisite pathos of which have secured for it a success
unequalied in American dramatic annals, and invested it, in the popular regard, with

PERENNIAL BEAUTY AND FRESHNESS.
In preparation, A MIDSUMMER NIGHT'S DREAM. BIERSTADT'S LAST GREAT PAINTING

now on exhibition, DAY AND EVENING, in the Southeast Gallery of the ACADEMY OF FINE ARTS. [684] GRAND CONCERT OF RISTORI GLES ASSOCIATION, in aid of the Families of the Firemen who suffered at the late fire in Wainut strees at CONCERT HALL, July 5, 1867.

H O! FOR SMITH'S ISLAND! FRESH AU EXERCISE—THE BATH—ENTERTAINMENTO THE EEST KIND.

MRS. MARY LAKEMEYER respectfully informs her iriends and the public gen rally that she will open the beautiful Island Pleasur

Ground known as SMITH'S ISLAND, on SUNDAY next, May 5, she invites all to and enjoy with her the delights of this favorite is mer resort. STOVES, RANGES, ETC.

CULVER'S NEW PATENT DEEP SAND-JOINT

HOT-AIR FURNACE. BANGES OF ALL SIKES,

Also, Philegar's New Low Pressure Steam Heating Apparatus. For sale by No. 1182 MARKET Street

FURNITURE, BEDDING, ETC. WILLIAM WITTERLD

MANUFACTURER AND DEALER IN CABINET FURNITURE

NOS.64, 66. SULE NORTH SECOND ST. Below Arch, West Side, Philadelphia,

Calls attention to his extensive assortment of FIREY. CLASS FURNITURE, comprising;-SOLID WALNUT

PARLOR SUITS OF PLUSH. TERRY, REPS, AND HATE CLOTH ELEGANT CHAMBER AND COTTAGE SUITS BEST DINING ROOM AND

KITCHEN FURNITURES. WRITING DESES, MARBLE-TOP STANDS, MY All of which are manufactured by ourselves, of the pest materials, and will be sold for cash only. much lowerrates than are offered elsewhere, N. B .- Goods packed and sh pped to all parts of

TO HOUSEKEEPER

I have a large stock of every variety of

FURNITURE, Which I will sell at reduced prices, consisting walk of the AND MARRLE TOP COPTAGE SUITS WALNUT CHAMBER SUITS.
PARLOR SUITS IN VELVET PLUBIL PARLOR SUITS IN HAIR CLOTH.
PARLOR SUITS IN REMA.
Rideboards, Extension Tables, Wardrubes Book mass, Maitresses, Lounges, etc. esc.

bulliaries of Lincoln & P. P. GUNCERS. N. E. corner SECOND and BADE ster.

W. L. L. I. A. M. R. G. R. COM MISSION MERICHANT.
No. 39 S. DELA WASHE AVENUE, Philipden and Dupont's Gangeweles, Refined Stars, Caron and South Creeker Ergs. A Ca.'s Tallow Man.
Bolis, and Nalis.

Control of the same of the same of